

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,165 Tons, "KATSHAN" 3,240 Tons, "KINSHAN" 1,695 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from **HONGKONG** to **CANTON** daily at 8 A.M. (Sunday excepted), and 12 P.M. (Saturday excepted).
Departures from **CANTON** to **HONGKONG** daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lights throughout by electricity. Electric Fan in each cabin.


SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
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Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF
PYJAMAS



CEYLON FLANNEL,
\$5.00, \$7.50 per suit

TWILL ANGOLA FLANNEL,
\$8.50, \$10.00 per suit

SILK AND WOOL.
\$10.50, \$14.50 per suit

THE ABOVE IN ALL WEIGHTS FOR ALL CLIMATES.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER

BEER.

THE LEADING BEER IN THE FAR

EAST.

Telephone
No 71.

SOLE AGENTS:
GAL BRECK MACGREGOR & CO

15, Queen's Road Central.

Hotels.

VOI, I

BEST BRANDS OF LIQUORS.
MEALS AT ALL HOURS.

VIEW HERE

Central
ELLE
ICES-TEA-COLD DRINKS.

BE Trams from Town every 5 Minutes.

HOTEL CRAIGIEBURNE

PLUMMER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 84

For Terms, etc., apply to the
MANAGER.
Hartford, and July, 1900.

HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.
HOTEL MANSIONS, (FIRST FLOOR),

HONGKONG HOTEL

Hongkong, 5th February, 1909.

THE VIENNA CAFE

COMPANY, LIMITED,
No. 34, QUEEN'S ROAD CENTRAL,

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAKERY under exclusively European management has been opened at the above entirely re-
fined surroundings.

The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.

THE BAKERY AND CONFECTIONERY DEPARTMENT.

Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

IDEALLY situated, up-to-date Hotel. Recently renovated, and under ex-

New Management. Large and Comfortable Rooms, Excellent Cuisine the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot Cold Baths, Electric Light throughout. Terms moderate. First Class accommo-

for Families and Tourists
Under Personal Supervision of
L. GAMEAU, N. BEUMANTHAL

Proprietor: **Samuel G. Smith**
Telephone, 190. Telegram, "Arton"

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY LUITFOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Pabke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raeger	FRIDAY, 5th Nov., Daylight
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembil	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSHILLES, via PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSHILLES, via PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Française des Indes et de l'Extrême Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight" - free.
London, 1, John Street, Bedford Row, W.C.
Calcutta, 19, Bechook Street
Shanghai, 144, Nanking Road

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 80 "	Width of Entrance ... 63 "
Water on Blocks 38 "	Water on Blocks ... 25 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.
Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAUJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAMPGLASS,
etc., etc., etc.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SOOTH
WHISKY, etc.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1907.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Lends on Mortgage of House Property, &
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
FRUSTE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 20th March, 1908.

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VEXES ROAD CENTRAL.
He is on the Roof in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading shippers in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:-
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Apparels
to our Dispensary and gave up every satis-
faction."

(Sd.) A. S. WATSON & Co.
25th May, 1907.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th August, 1908.

LOD RIPON'S WILL.

INTERESTING REQUESTS BY LIBERAL
LEADER.

The will of the late Marquess of Ripon, of Standley Royal, Ripon, and Chelsea-embankment, Chelsea, Knight of the Garter, who died on 9 July last, has been proved by Lord Walter Talbot Kerr, of Melbourne, Derby, admiral in the royal navy. Sir Henry William Primrose, Cadogan-place, Chelsea and Frederick Simpson St. Quintin, Chelsea-embankment, Esquire. The gross value of the estate is £1,574, and the net value of the personal estate £12,110. Testator bequeathed to each of the said Lord Walter Talbot Kerr and Sir Henry William Primrose (if acting as executors) a legacy of £200, to be paid free of legacy duty, and to the said Frederick Simpson St. Quintin individually and without reference to his office, £10,000, also free of legacy duty. He expressed a desire to be buried in the special vault belonging to him under the Church of St. Mary the Virgin, in the parish of Aldfield-with-Studley, and stated that it was his wish that (unless he should leave any special directions to the contrary) his funeral might be conducted in accordance with the rites of the Catholic Church, of which he was a member. He directed that all letters, manuscripts, official or other papers and writings which he should leave (except documents of title, securities, or other writings of a like nature) should be disposed of as his executors should think proper. But he expressly directed that no official or public document should be published without the permission of the Crown, obtained through the Prime Minister for the time being, or other proper authority representing the Crown.

REQUESTS TO SERVANTS.

He bequeathed the fortune of his late wife, Henrietta Anne Theodosia Marchioness of Ripon, which by virtue of their marriage settlement became his, to his only son Frederick Oliver Earl de Grey, for his own absolute use and benefit. He gave to each of the servants who should have been in his service or employ for a period of not less than six months and not more than twelve months and should not be under notice, to quit at the time of his death (including his head gamekeepers, head gardeners, foreman in the garden, chauffeur, and outdoor servants having yearly wages, but otherwise excluding any persons employed at weekly wages only), the amount of one quarter of a year's wages in addition to such wages as he or she should be entitled to and to each of such servants who should have been in his service continuously for five years preceding his death, and an additional half-year's wages to each of such servants who should have been in his service continuously for ten years preceding his death. In the event of Miss Annie Mason and Miss Eliza Mason, late of Fountains Hall, Ripon, both surviving him, he gave to them for their joint use an annuity of £150, free of legacy or other duty, during their joint lives, or, on the death of one of them, an annuity of £100 to the survivor.

EDUCATIONAL TRUST.

With the view of the promotion of education and scholarship in the city of Ripon and the vicinity thereof, testator and his son Frederick Oliver Earl de Grey had founded and established certain exhibitions, and with a view to making permanent provision for the maintenance of these exhibitions, he directed that his executors and trustees should, out of his personal estate, purchase and set apart in their names bank annuities (or other securities authorised for the investment of trust moneys) to such an amount as should be sufficient by means of the income thereof to provide the clear annual sum of £100, and pay the same sum to the governors for the time being of the Ripon Grammar School to be applied by them in the maintenance of these exhibitions.

He gave his freehold house, No. 9, Chelsea-embankment, with the appurtenances and the fixtures, fittings, and general furniture (except such ornamental furniture as is hereinafter referred to) belonging thereto, but not any plate or plated articles, linen, china, glass, books, prints, pictures, personal ornaments, and articles of vertu, wines, liquors, and household and domestic effects (therein), unto the said Frederick Simpson St. Quintin for his own absolute use and benefit. He gave to the said Earl de Grey the free choice and selection of such of the ornamental furniture at No. 9, Chelsea-embankment aforesaid as he might desire to possess. He gave his property and estate situate near Assisi, in Italy, being the Church and Convent of San Damiano, to the said Lord Walter Talbot Kerr, his heirs and assigns absolutely in fee simple.

CROMWELL MINIATURE.

All other real estate be devised to his son Frederick Oliver Earl de Grey, his heirs, executors, administrators, and assigns. He bequeathed his original miniature of Oliver Cromwell (by Cooper), and the plate taken from his tomb, and now in his possession, to his said son absolutely, and all the personal estate and effects not otherwise disposed of, he also bequeathed unto his son, the said Earl de Grey absolutely. The will is dated 15 May, 1907.

By a codicil dated 25 Sept. 1907, testator bequeathed to Lord Walter Talbot Kerr £500, and by a codicil dated 20 May, 1909, he left to Miss Mary Elizabeth Weaver, of 125, Bond-st., London, certificated nurse, £100; and to his late coachman, Henry Heath, of Standley Royal, an annuity of £40 for life.

LOST.

SOVEREIGNS on a CHAIN. Small reward to finder.
J. S. B.
Ojo Hongkong Telegraph.
Hongkong, 21st October, 1909.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:-

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island, Tsim Sha Teui, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:-

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being from published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cross will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:-

Gap Rock	Aberdeen
Waglan	San Ki Wan.
Stanley	Sai Kung.
Cape Collinson	Sha Tin Koi.
	Tai Fan.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

J. D. Tinn, Director.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW CALF.



DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED

IN BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY **WM. POWELL, LTD.**

ALEXANDRA BUILDINGS.

Hongkong, 29th October, 1909.

To Let.

TO LET.
IN No. 4, DES VUEX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [58]

TO LET.
GODOWN, No. 4, PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909. [739]

MODREENAGH.
DWELLING HOUSE, to Let at Peak, partly furnished.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st September, 1909. [724]

TO LET IN CANTON FROM 1ST PROX.
TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yards and Servants' Quarters on Shamson Lot 55, now in the occupation of the Mitsui Bussan Kaisha.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [694]

TO LET.
KING'S BUILDINGS, OFFICES facing Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.
OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).
Apply to—
THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.
Hongkong, 11th September, 1909. [185]

TO LET.
No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLOS BUILDINGS, and No. 105, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VUEX ROAD CENTRAL 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June 1909. [5]

TO LET.
GODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1909. [185]

TO LET.
GODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1909. [185]

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE
WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. ... 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.10 p.m. and 11.15 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st April, 1909. [24]

RUBBER GROWING.

UNPREJUDICED VIEWS FROM PERAK.
POSSIBILITIES OF FUTURE TROUBLE.

Writing from Perak to the *Manchester Guardian*, on August 26, a correspondent gives the following interesting account of the rubber industry in Malaya:—
Some notes on rubber from a resident in the Federated Malay States may be of interest just now, when the boom has reached such surprising proportions. "I am in no way interested in rubber except as an observer, and so may claim to be unprejudiced, though I am far from cherishing such impartiality, for rubber is decidedly a thing to be interested in. After the years of waiting are over, and if the trees are old enough to yield the precious latex the profits at present prices represent a return of hundreds per cent. on the capital. It is true that the enormous fluctuations in the price of rubber make the sale of it a gamble, but the gamble only concerns the returns over 100 per cent. When rubber is at 6s. a pound, six-year-old trees on an economically managed estate easily pay 200 per cent. and as they grow older their yield increases. The highest return hitherto paid by a company to its shareholders is 75 per cent but the companies are all paying out of profits the expenses of great areas covered with young trees. The old rule was that only trees of six years of age and upwards should be tapped, but it seems now to be certain that tapping may be safely begun on four-year-olds of good growth, though of course the yield is not great at first. Fine Para has been up to 8s. 4d. a pound, and sells for 7s. 4d. at the time of writing. There is little doubt that these prices are partly artificial and arranged by big dealers for speculative purposes, for it is known that some big stocks are held in London. The highest price in 1907 was 6s. 8d. then rubber, like all things else, shared the effects of the American crisis and sank to its minimum, 3s. per pound. This country was somewhat badly hit at that time, since the value of its chief export and great source of wealth, tin, sank from \$30 to \$20 per picul. It is now between \$58 and \$60; but rubber soared again and is likely to remain high on the average, though the rigging of markets may keep it fluctuating, and a big drop is likely enough within the next six months. The total cost of production ought never to be over 18s. 6d., and a big, well-managed estate on good land can turn it out at a shilling."

PRODUCTION.
For the future there are three possibilities of trouble. Over-production is unlikely. The latest returns show 37,500,000 trees planted on an area of 241,000 acres in the Malay Peninsula at the end of 1908, against 27,500,000 trees and 180,000 acres a year earlier. By far the greater part of these trees are not yet of producing age, but the amount of rubber produced is rapidly rising, apart from new plantings. In 1907 the amount was 1,017 tons, and in 1908 it rose to 1,580 tons. But even that is only about 14 per cent. of the world's supply, and at least nineteen-twentieths of the rubber used in commerce still comes from the forests of Brazil, the Congo, and other countries. It is quite possible to hold that for a good many years the increased supply of plantation rubber from this country, Ceylon, the Dutch East Indies, etc., will do no more than provide for the increase in demand which may be expected. Motor cars and bicycles must have tyres, and the motor industry appears to be yet in its first youth. The production of electrical appliances should go on increasing, and they use up great quantities of rubber. New uses are being found for the article almost daily. It is now used in tanning to produce waterproof leather, with results which are said to be excellent. Rubber paving would become more popular if the price went down, and it has been calculated that to pave London with a two inch sheet, like that which has been so satisfactory at Euston Station, would require 90,000 tons of crude rubber. In time, no doubt, the plantations will bring down the price, but the future demand will probably be for many years as elastic as the article itself. And it must be remembered that wild rubber can not possibly be collected in the forests at anything like plantation cost, so that Brazil and the Congo must be ruined before the planter ceases to make handsome profits.

MANUFACTURED RUBBER.
The second danger is the possibility of manufacturing rubber. Planters and dealers are almost unanimous in scoffing at this idea, but they may be over-confident. Synthetic indigo has pretty well ruined the indigo plantations, and many other vegetable dyes have been ousted by the chemist. Synthetic camphor has come into actual use within the last year or so, but only because the Japanese Government, since it took Formosa from China, has had a practical monopoly of the natural article and now exacts enormous prices. False alarms of synthetic rubber have been so numerous that they have almost ceased to thrill us, but for some years a very large number of men have been tackling the rubber problem in the laboratory, and if the last half-century has anything to teach us it is the folly of ever saying to the chemist or mechanician, "This you cannot do." On the other hand, enough is known of the materials from which artificial rubber, if and when it does appear, will probably be produced to make it seem very unlikely that the laboratory product will be cheap. Further, the most likely result of investigation is not actual rubber, but a substance which may be used to reduce further the proportion of the natural product in the rubber of commerce. Finally, the investor may reflect that when the trees have been in the ground six years, one year's yield will return his whole capital, plus a handsome interest on the period of waiting. So even a firm faith in the ultimate triumph of the chemist need not terrify him.

PEST AND DISEASE.
In the third place, there is the possibility of the destruction of the trees by pests or disease. That such things can happen is known here by

bitter experience, since it is not many years since coffee-planting was killed in that way. It was a flourishing and profitable industry, when suddenly the price of coffee went down and stayed down, a plague swept away most of the bushes, and the industry no longer existed. For many rubber is a second venture. On the other hand, we have now an energetic and efficient Department of Agriculture, which makes a special study of fungi and other pests, and the estates themselves are doing a good deal to the same direction. The planting industry is now its guard. Rubber-growing admittedly does not offer investors gilded safety, but with a reasonable measure of security it holds out possibilities of profit which are almost dazzling—for those who invest money directly in actual planting. Buying shares in old companies at their present enormous prices is quite another matter, and should be left strictly to the speculator. Moreover, among the rubber companies, which are appearing just now at the rate sometimes of three a day, some are certainly over-capitalised, and the investor would do well to be wary. Small estates are being floated the trees on which are several years' old, indeed, but miserably under-developed owing to neglect. This is the best country in the world for growing rubber, but it is cursed with a most pernicious long grass called *alang*, which rapidly grows up on all open ground if not kept in check, and leaves little food in the soil for anything else. Young rubber has no chance unless the ground is kept bare or sown with some harmless plant which does not exhaust the soil (the latter system is preferred by many planters, as it saves the heavy expense of weeding and prevents the tropical rains from washing away the earth). The prospective investor cannot judge of the value of an estate unless he knows the condition of the trees and of the ground: the age of the trees is a very imperfect guide.

There is a great area of good land still under jungle in the Federated Malay States, and more in the new States which have been placed this year under British protection, greatly to their advantage, for British rule is perhaps a more brilliant success here than in any other part of the world. Rubber growing has a great and profitable future. But it is not every company which will pay big dividends, and the trail of the company promoter is already over much of the industry. A great deal of money has been lost as well as made in rubber shares.

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION, on TUESDAY, the 29th November, 1909, at 3.30 P.M., at his Sales Room, Duddell Street, A FINE ASSORTMENT OF GENTS' SUIT LENGTHS AND WHITE WITNEY BLANKETS, AND

TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELLE TIE NIGHT DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.; ALSO

A few CARPETS and AXMINSTER RUGS. (All New Goods).

Further Particulars from Catalogues which will be issued. On view on Monday, 1st November.

TERMS:—As usual. G. P. LAMMERT, Auctioneer. Hongkong, 27th October, 1909. [740]

For Sale.

FOR SALE.

JUST RECEIVED: A SELECTION OF FLOWER, VEGETABLE AND FRUIT SEEDS in packet of 10 cents each.

AND Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Inspection invited—GRACE & CO., 27, Des Vieux Road. Hongkong, 9th October, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES.

FOR SALE 15, D'ARVILLE STREET, HONGKONG.

Hongkong, 1st September, 1909.

Entertainment

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-MORROW, October 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents. 4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe). 6.15—Play "A Pair of Lunatics" (Cast: Mrs. Worthington and Captain Baird, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters. Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Otterclaw, Surrey.

NO CHITS TAKEN. Hongkong, 29th October, 1909. [721]

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"BINGO MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd November, will be subject to rent. No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 27th October, 1909. [458-459]

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"FITZPATRICK,"

FROM TACOMA, JAPAN & SHANGHAI. The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, October 30th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 3rd November, will be subject to rent. All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, 4th November.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA.

Hongkong, 28th October, 1909. [499]

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA,"

Captain Porcellus, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th October, 1909. [737]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, MIDDELSBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th October, 1909. [741]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 30th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 28th October, 1909. [741]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th October, 1909. [743]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"

FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 25th October, 1909. [120]

S.S. "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Cordouan* and *Charente*, from Havre ex s.s. *Charente* and from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 1st November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 1st November, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 25th October, 1909. [10]

Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unskilled, some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precautions against possible dangers, I use fresh materials daily.

For copying of Portraits with distinct engravings, see advertisement, 10th.

AN AFFAIR.

THE SUPERIORITY OF THE ITALIAN CONVENT, GAIN ROSE, begs most respectfully to AFFAIR to the Consignees of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onions and Collars renewed

Advertisement

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July 1909

(28)

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 29, 1909.

INTERNATIONAL MARITIME
CONFERENCE.

We gather from a home paper that at the third Conference on Maritime Law, which has been sitting at Brussels, many interesting points of great interest to shipping men will be dealt with. Proposed treaties on collisions and salvage and draft treaties on shipowners' liability and maritime mortgages and liens will be brought before the Conference for consideration and adoption. All the principal nations will be represented at the Conference which were at the Diplomatic Conference held at Brussels in October, 1905. Since then the proposed treaties have been considered at several meetings of the International Maritime Committee, an unofficial organization composed of representatives of maritime law associations, commercial bodies, shipowners, and underwriters. This Committee met last in 1907 in Venice and is now meeting this year in Bremen. In their present form the proposed treaties would, if adopted, radically change the law of Great Britain and the United States. The collision treaty provides for liability proportionate to fault, which is the rule of continental countries as distinguished from that of Great Britain and the United States. In their Admiralty courts, where both vessels are at blame for collision, the damages are divided equally. On the Continent, they are apportioned in accordance with the degree of fault. It is proposed further that this rule of proportional liability should be applied to cargo, so that the owner of a cargo can recover only one-half, one-third, one-quarter, or one-fifth of his damages, as the case may be, from a vessel which is held in fault to that extent. According to the United States law, which in this respect differs from the British, the cargo owner can recover the whole of his damage from one of the colliding vessels, which, in turn, may recover contribution from the other. Even where the Harter Act prevents a recovery by cargo from the carrying vessel, the United States Supreme Court has decided that the other vessel

must pay the whole damage and then set off one-half the sum paid against the carrying vessel. The proposed treaty declares that there shall be no recovery in "solidarity," i.e., for the whole damage, against one of two vessels in fault. Another important change suggested relates to limitation of a shipowner's liability. Under the United States statutes as in most continental countries, by surrendering the value of the vessel and her pending freight, the shipowner is relieved from further liability for disasters occurring without his knowledge, through the fault of the master. In England, the limitation is based on an arbitrary sum of £8 per ton gross register, or £15 per ton where there has been loss of life. The new treaty proposes to combine the two systems by giving the shipowner the option to limit his liability by paying £8 or £15 per ton or by surrendering the vessel as she is at the end of the voyage with her pending freight. The result would be that if the vessel was worth less than £8 per ton, freight included, the owner would surrender her; if she was worth more he would claim the £8 limitation.

LOCAL AND GENERAL.

THE German Minister in Tokio is on a visit to Peking.

THE railway wharves at Lok-lo-ha and at Tai-po were destroyed in the recent typhoon.

THE Viceroy of Fukien has reported to the Government of his intention to raise a public loan of Tls. 5,000,000.

FINES of \$100 each were imposed on two Chinese from Aberdeen at the Magistracy this morning for being in possession of 55 lbs. of dynamite. The fines were not paid.

THE total output of the Chinese Engineering and Mining Company's mines for the week ending 16th October amounted to 27,413.19 tons and the sales during the period to 27,045.77 tons.

INSPECTOR Gourlay (Inspector of Weights and Measures) prosecuted three Chinese shopkeepers in the Police Court this morning for using false scales. Two of the shopkeepers were each fined \$10 and the third \$15.

THE case in which a ticket-collector of the Star Ferry Company, Limited, is charged with an alleged attempt to defraud a Corporal Whisks of a ticket again came on in the Police Court this morning and was further adjourned. Mr. W. E. L. Sheuton (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution.

THE P. & O. Company will celebrate the seventieth anniversary of the granting of its charter next year. The found lines of this great line were laid considerably before 1840, but it was in that year that it was formally incorporated. The Cunard Line was also established in 1840, and will complete seventy years of Atlantic service on July 4 of next year.

IN the Police Court this morning, Mr. J. R. Wood (Second Magistrate) delivered his decision in the case in which two mafios were brought up in connection with the recent Causeway Bay disturbance. His Worship remarked he had great doubts about the case and bound over each of the defendants in the sum of \$100 to keep the peace for six months.

WITH reference to the recent report that the foreign Powers proposed to appoint delegates to China for the purpose of exercising financial supervision, a Chinese dispatch says that the Government has received the intelligence with much concern and has, therefore, telegraphed to order the Chinese Ministers accredited abroad to discover whence the report originated and to reply by cable.

THE case was continued in the Police Court this afternoon in which a Chinaman is charged with stowing away six compartments on board the s.s. *Eden* some time ago with a view, so it is alleged, of getting them into Australia. Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) prosecuted, and Mr. Eldon Potter, instructed by Mr. F. X. d'Almada (of Messrs. d'Almada and Smith) appeared for the defendant. Mr. F. C. Burrow (of Messrs. Goldring, Barlow and Morrell) represented one of the stowaways who had been convicted. Further evidence was taken and the case adjourned.

KING Manuel of Portugal will, it is stated, arrive at Windsor Castle on Nov. 15. His Majesty's birthday. He will first go to Madrid, to return King Alfonso's visit of last spring. The Lisbon *Seculo* says King Manuel's visit to England will last twelve days. No official announcement has yet been made, but the *Seculo* declares that his Majesty's bride will be Princess Alexandra of Fife, eldest daughter of the Princess Royal and the Duke of Fife, and that the marriage will take place in Lisbon early in April next. This is, however, emphatically denied here. It is believed in Court circles that the King of Portugal will be betrothed next year to an Austrian Archduchess who has a very large fortune.

By direction of the Admiralty the armoured cruiser *Minotaur*, of the First Cruiser Squadron, is to be recommissioned in January to relieve the armoured cruiser *Ki g Alfred* as flagship of the Commander-in-Chief of the China Station. The *Minotaur*, which has only had sixteen months' service since commissioning as a new ship, is larger and more powerfully equipped than the *Ki g Alfred*, and will be placed in the Dockyard hands at Chatham for a refit before leaving for the Far East to enter on her new duties. She is armed with four 9.2 in. and six 7.5 in. breechloaders. The present crew of the *Minotaur*, which joined her from the Medway depot, will be replaced by a Portsmouth crew on recommissioning.

After the Gale.

OF USE TO GAP ROCK.

RETURN OF THE DESTROYERS.

At the meeting of the Legislative Council yesterday, the Governor mentioned the fact of the commissioning of the *David Gillies* and the torpedo-boat destroyers to search for the fleet of disabled junks reported by the Alfred Holt's s.s. *Cadmus* full particulars of which have already appeared in the *Hongkong Telegraph*. A second commission was organised and despatched this week to conduct further search in the waters around and beyond Gap Rock for any trading junks that may still be in aid of assistance. The second commission consisted of the following vessels:—H. M. sloop *Cadmus*, the destroyers *Handy* and *Janus*, and the steam tender *Stanley*. Upon the return of the vessels to-day a representative of this paper was enabled to gather particulars of the second expedition.

On Wednesday last the *Stanley* was due to effect her usual relief at Gap Rock, and the occasion was availed of to charge her with the further duty of carrying out the search. Accordingly, she was provisioned with 300 piculs of rice on Wednesday (27th inst.) morning. She took in supplies while lying at Douglas Buoy, leaving off at 7.30 a.m. for Gap Rock. Within an hour of the *Stanley's* departure H. M. sloop *Cadmus* followed, the other Admiralty vessels commissioned being, as stated, the destroyers *Handy* and *Janus*. The *Handy* took a westerly course keeping close to Lantau Island, while the *Cadmus* and the *Janus* followed in the wake of the Colonial Government's vessel, steering S.S.W.

SPOKE THE "PROTECTOR."

When off Lingling Island at 9.15 a.m., the *Stanley* sighted the salvage steamer *Protector* making for a Hongkong harbour on her return from the Pincels to save the Norwegian steamer *Ragnar* which has since become a total wreck. The *Stanley* spoke the *Protector* and asked if she had seen any disabled junks or wrecked vessels on the voyage up from the Pincels. The Danish vessel ran up the pennant, "Yes." Whereupon the *Stanley* hoisted the signal: "Direct me how to steer." Almost simultaneously the *Cadmus*, not far astern of the *Stanley*, ran up signals asking the *Protector* to heave to, which the latter did. The British sloop then went alongside.

During the manoeuvres between the *Cadmus* and the foreign boat the destroyer put on steam and went ahead shaping a course to Gap Rock. Through the megaphone a brief conversation was held between the commander of the sloop and the captain of the *Protector*. This did not last long and it was soon observed that the former vessel was again on the move in continuance of her voyage.

When about overhauling the *Stanley* the *Cadmus* inquired, by signals, "Where are you going to search?" and the smaller vessel replied with the flag denoting "To Gap Rock." Soon after, the *Cadmus* took the lead of the *Stanley* and also proceeded in the direction of Gap Rock.

The first of the vessels to reach the lighthouse station was the *Handy* which considerably outdistanced the two other warships. When the gunboat reached Gap Rock, she hoisted to and signalled by semaphore to the lightkeepers: "Have you seen any junks drifting? And where?" Having obtained all the information they desired, the *Cadmus* resumed her voyage and was seen to proceed to the West to the L. drone Islands and then changed her course in a S.W. by E. direction.

The Hongkong Government tender was late in arriving at Gap Rock, which she reached some time before noon. Within an hour of getting relief over, she was again on the move. This time she steered South and covered a distance of twenty miles from Gap Rock; then pointing her nose eastward Capt. G. L. Willoughby took his command eastward some twenty-five miles distant without observing a thing on the water. Assured that no further derelicts were floating about, he decided to return to Hongkong, and came back to port outside of Lema Island through Waglan into Lysman and on to Hongkong, arriving here about midnight on Tuesday night.

DANGER TO NAVIGATION REMOVED.

Early on the morning of Wednesday, the *Stanley* was again under orders to proceed to Pillar Point which she visited last week. Her orders were to pull off the mast of the junk which foundered off Pillar Point on 18th-19th instant and which she located on her first cruise to Castle Peak Bay. The junk constituted a danger to navigation lying as she was on the bottom of the sea right in the track of the river steamers.

Early in the forenoon yesterday the *Stanley* arrived at her destination when she at once proceeded about her special business with capital precision. By means of her anchor and several fathom lengths of cable, the *Stanley* started to break up the junk. The *midst oporandi* was to attach the anchor to one end of the cable which was lengthened with the addition of a rope and then flapping the whole contrivance down on the wreck. This action was repeated several times in succession, and each time the anchor was brought up again it fished something or another from the hull of the submerged wreck. The gunny bags that were brought up established beyond a doubt the correctness of the first surmise that the junk's cargo was one of rice when she was overtaken by the typhoon and sank. Among other articles picked up from the wreck were two wooden windlasses, partly breaking the junk's stern into splinters which floated up to the surface. For two hours the operations were continued without intermission, after which the wreckers made an adjournment for the much-needed luncheon.

When work was resumed in the afternoon, it was with the intention of dismasting what was left of the junk. This is how the wreckers went about their task. They hung the anchor with a slip rope, put a half-hitch eye

the rope with a cable, stacked out chain and let go the anchor. When sure of the anchor on the wreck, those on the *Stanley* hove in the chain and up came the mast intact. It was that of a deep-sea junk and when seen by our representative on the scene, this morning, it measured 60 ft. in length with its greatest girth about 4 ft. As soon as the mast was on the surface it was lashed alongside the *Stanley*, which, having fulfilled its allotted task, steamed back to Hongkong, reaching here at 5 p.m. yesterday. The mast was landed ashore and we are informed the Harbour officials are awaiting to hand it over to its rightful claimants: if any survived the fatal typhoon. We believe the junk's number on the mast is 4305. River steamers proceeding to and from Canton can now do so without any fear of striking the submerged junk, as it no longer constitutes a danger to navigation. Soundings were taken and quite eight fathoms of water was found over the remains of the wreck.

THE DESTROYER'S RETURN.

Both the destroyers as well as the *Cadmus* returned to port this morning. The first to put in her appearance was the *Handy*, then the sloop, and last of all the *Janus*. So far as we have been able to ascertain the result of the two days' careful search failed to discover any further derelicts or disabled junk. In the course of her cruise the *Janus* ran short of water but managed to get a supply.

It can now be concluded that all the help that was possible to render the fleets of Chinese junks had been most promptly despatched by the Government whose humane efforts were seconded by the Admiralty officials. Thanks to this mutual co-operation many Chinese seafarers owe their lives to-day to Sir Frederick Lugard's thoughtfulness and Commodore Lyon's willing assistance to send forth the vessels under his command to the rescue of valuable Chinese lives and property.

PRINCE ITO

ARRIVAL AT PORT ARTHUR.

Prince Ito arrived at Port Arthur at 11 a.m. on the 20th instant. A large crowd of officials, Japanese residents, and school children assembled at the station to welcome His Excellency. The Prince took up his quarters at the Yamato Hotel. After luncheon he visited the Civil Administration Office, the Naval Station, the Harbour Office, and the museum of war relics. In the evening he was given a reception by officials and private Japanese residents. His Excellency leaves Port Arthur by the 7.40 a.m. train to-day, the 22nd instant, for Mukden.

On the evening of the 19th instant, a reception was given to Prince Ito at Dairen jointly by Japanese and foreign residents and Chinese. There were present over 300 gentlemen of various nationalities.

In a speech Prince Ito said that he had long desired to visit Manchuria, but had had no time to spare to gratify his wish. Now he had a little leisure and undertook the journey with the Imperial sanction. Having arrived only the previous day, he had nothing to say which would be of value to his hearers. On the contrary he wished to hear the valuable opinions of those who were present. He would, however, say a few words about his feelings regarding Manchuria. Peace in the Far East was an important matter for Japan, whose duty it was to maintain it. It was therefore of primary importance for the Japanese authorities in Manchuria to promote all undertakings and act in strict observance of the principle of "the open door and equal opportunity," and Japanese residents in Manchuria should respect that principle and always maintain friendly and amicable relations with the Chinese and Russians. The Japanese Government and people warmly desired the success of the progressive policy now pursued by the Chinese Government, and they hoped, if it was impossible to render direct assistance to the Chinese Government in this matter, that they might be allowed to give indirect assistance. F. urged the Chinese in Manchuria to strive to maintain their friendship with the Japanese and to promote their mutual interests in the enjoyment of the benefits of civilization. In his opinion the interests of Russia in this part of the world did not conflict with those of Japan. By the promotion of their respective interests the development of this district would be enhanced and the benefit of material civilization would be bestowed on the Chinese. In chief, the peace and development of Manchuria could only be assured by the co-operation of Chinese, Japanese, Russians, and other foreigners who had interests in the territory and the peaceful development so made would contribute not a little towards the preservation of peace in the Far East. *Japan Chronicle*.

MEETING WITH RUSSIAN OFFICIALS. ARRANGED. Tokyo newspapers insist in jesting with political significance the trip of Prince Ito to Manchuria, and it is evident that the man in the street is determined to believe that the venerable statesman's journey is directly connected with railway problems, namely, the now much-talked-of Chirchew-Tsitsihar road and the future of the South-Manchuria and the Eastern China lines. One thing appears certain, remarks the *Japan Mail*, namely, that there is to be a general meeting of Russian and Japanese high officials in Harbin, and that the meeting will synchronize with Prince Ito's presence there. Thus Japan has arranged for the presence of Mr. Koike, Consul-General at Mukden, and Mr. Kawakami, Consul-General at Harbin, and Russia, in her side, has instructed her representative in Peking to visit Harbin, and wired to the President of the East-Asiatic Railway also to repair thither. Of course, St. Petersburg may be making these arrangements in connection with the coming of the Minister of Finance, but the public naturally declines to believe in so many mere coincidences. For our own part we think there is ample reason for the Finance Minister's visit to Harbin and Vladivostok without attributing to it such profound significance as some of our contemporaries are disposed to do. At any rate, we anticipate only a beneficial result. A meeting between Prince Ito and a Russian Minister of State in Harbin must have a good effect on the relations between the two Powers, and at all events there will be no margin into which mystery m-gers can read sinister forecasts. It may also help to disperse Russian local officials the idea that every Japanese subject travelling in Manchuria is a soldier in disguise.

CANTON DAY BY DAY.

MR. FAIRBANKS IN CANTON.

[From Our Own Correspondent.]

Canton, 28th October. At 8 o'clock this morning H.E. Yuan Shu Han personally proceeded to the Shamen to return the official call of the ex-Vice-President of the United States of America, Mr. Fairbanks, at the American Consulate-General. At noon to-day the distinguished American visitor, accompanied by the American Consul-General, Hon. Leo. Bergholz, was entertained at luncheon at the Viceroy's Yamen.

PRATAS ISLAND.

Expectant prefect Tsai Hong and Captain Wong Yau Tong have been instructed by the Viceroy to act as representatives of the Chinese Government, to proceed to the Pratas Island to take possession of the properties on the land from the Japanese. The Viceroy has, accordingly, given authority to Shan-hou-chu to appropriate a sum of \$130,000 (Canton currency) from the Canton Provincial Government Treasury to be paid to the Japanese Consul at Canton on the return of the two officials from the Pratas Islands.

MILITARY VISITOR.

The Ministry of War at Peking has sent a telegraphic despatch to the Canton Viceroy informing him that about the middle of the 10th moon a high Austrian Military Officer will arrive at Canton on a tour to review the provincial troops and the land forces in Kwangtung. The despatch instructed the Viceroy to receive the foreign visitor with the honour due to his rank and to accord him all adequate facilities in his mission. The Viceroy is required to report the date of the visitor's arrival and departure from Canton for the information of the Ministry.

FLOODS ABATED.

The Canton Central Relief Committee has hired the steam-launch *Kwong Lok* to carry a large quantity of rice and other provisions to the districts of Ko Yiu, Tung On, and Shek Lung for distribution to the flood sufferers. A telegram has been received from Sunning by the Central Relief Committee informing that body that the flood there has already abated and the place has resumed its normal aspect. The villagers have returned to their houses and settled comfortably as before, so the supply of rice from Canton is not now necessary.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the first ten days of the 9th moon as reported by the Likin officials to the Viceroy amounted to 49,569.13 taels.

THE ALLANA CASE.

FURTHER ADJOURNED.

At the Magistracy, this morning, before Mr. E. R. Hallifax (First Magistrate) Mr. Leo. d'Almada (of Messrs. Goldring, Barlow and Morrell) applied on behalf of the prosecution for a formal adjournment in the case in which S. E. Allana, of 55, Hollywood Road, is charged by S. A. Marican, of the Dragon Cycle Depot, 33-35, Des Vaux Road Central, with the alleged embezzlement on the 1st of May last, when in the employ of complainant, of a gold watch and chain a sum of \$150 on the 15th of May and obtaining a ticket for Calcutta on the 25th August by means of false pretences.

Mr. Allana, in making the application, stated that he asked for a formal adjournment pending proceedings against another bankrupt (Ebrahim Moosa, late of Moosa e Vieira and Company) by the Official Receiver.

Mr. F. Pagel Beit, who appeared for the defendant, opposed the application.

Mr. Allama stated that the evidence in the case would be used as evidence against Moosa, which would be prejudicial to his case.

The case was adjourned till 2.15 p.m. on Monday. Bail was allowed in the sum of \$500.

LORD KITCHENER'S TOUR.

VISIT TO NEWCHWANG AND PORT ARTHUR.

Port Arthur, October 23rd. Lord Kitchener arrived at Newchwang yesterday at 10.30 a.m., and was received by Japanese officers, the British Military Attaché and Consul, and the leading residents. Lord Kitchener left by a Japanese special train, provided by the Japanese authorities, at 1 p.m. for Port Arthur, sailing, en route, the bathfields of Tashichiao and Telissan. The Japanese staff officers who are to be attached to Lord Kitchener's suite gave an official reception on the arrival of the train at Port Arthur at 8 p.m.

To-day Lord Kitchener visits the perimeter forts, where many thousands of lives were lost during the attacks on the fortresses. To-night Lord Kitchener dines with the Governor of Port Arthur, who will hold a reception after dinner.

Lord Kitchener and his party are staying at the Yamato Hotel, as guests of the Japanese Government, and the preparations for their reception and comfort have been most carefully carried out.—*N. C. D. News*.

FESTIVITIES AT PORT ARTHUR.

Taipei, October 25th. During their stay at Port Arthur, Lord Kitchener and his party were the guests of the Japanese Government at the Yamato Hotel, where a guard of honour was in attendance. On Saturday, after visiting the forts Lord Kitchener attended a dinner given by the Governor of Port Arthur. The Governor held a reception in honour of his guests after dinner. Mutual toasts of "Our Respective Rulers" were received with Japanese "banzais," led by Lord Kitchener, after a short speech alluding to his hopes of the continuance of the Anglo-Japanese Alliance.

On Sunday 20th Meire Hill was visited, and here Japanese officers explained the nature of the attacks made on this position. Lord Kitchener was much interested. The party was photographed on the summit of the hill. Later in the day Lord Kitchener visited the War Museum, where he was shown mines, hand-grenades, and relics of the siege of all kinds.

ORIUM AT MACAO.

EFFECT OF U. S. LEGISLATION.

Reference to the opium trade at Macao is made in the last report of the Lappa Commissioner of Customs, who writes:—

The import during 1908 falls short of the previous year's figures by 124 piculs, and in view of the fact that the Chinese Government have instituted a regular crusade against the practice of opium-smoking, the figures given in the subjoined table, showing a gradual diminution in the import of the drug during the past few years, are not without interest:—

	1905.	1906.	1907.	1908.
Piculs.	1,783	1,650	1,406	1,282

Smuggling from Kwangchowwan continues to affect, so far as Lappa is concerned, the districts down the west coast, but the decrease to be noted during 1908 must be chiefly attributed to the stringent regulations enforced for the licensing of smokers, which caused consumers in the interior to refrain from laying in stocks and which, assisted by moral suasion, seems destined to reduce the import to the limit of the country's requirements of the drug as a medicinal preparation only. Duty and likin were paid at the Lappa Customs House on 1,275 piculs; 1,282 piculs actually passed the stations. The existence of this excess can be explained by the fact that there were remaining at the end of 1907 29 piculs on which duty and likin had been paid and which had not passed the stations at the close of that year. The Macao opium farmer received 2,157 chests during the year, as against 2,161 chests in 1907, and is reported by the Opium Superintendency to have prepared 1,615 chests (24,455 balls) for local consumption and 1,615 chests (24,455 balls) for export to Sao Francisco. 2,016 chests (30,660 balls) were actually shipped. This excess must also be attributed to stock in hand from the preceding year. The news of anti-opium legislation in America led importers to withhold their orders on Macao towards the end of the year, during the last two months of which the farmer imported 104 chests only, against 377 during the same months of the previous year. The preparation of opium for export to San Francisco ceased on the 6th November.

GARRISON SCHOOLS' CONCERT.

CHARMING ENTERTAINMENT AT THE R. E. THEATRE.

Last night, the Hongkong Garrison Schools held a concert at the R. E. Theatre, which proved a success in every respect. The concert-hall was tastefully decorated with flags and the seating accommodation provided was comfortable to a degree. Great credit is due to Miss Myles, the Headmistress, and Mr. L. Hayne, the Headmaster of the School, for the high standard of excellence attained by the children, and it is to be hoped that these light functions will come to be a regular feature of the little ones' school life.

The concert opened with an overture by the Band of the Buffs, excepted with the Band's usual brilliance. Then followed the glees "Hail, Smiling Morn'" by the elder children, which was given in perfect harmony. "Widdicombe Fair" by Master H. Williams, elicited a popular applause. The infants then appeared in an action song entitled "Merry Little Japs" which was gone through in capital style. Not the least prominent feature of the entertainment was the dexterous exhibition of club-swinging by Master W. Phillips, which was greatly admired by the audience. Misses V. Smith and E. Phillips appeared in a duet entitled "O, Hush Thee, my Babe," which was very sweetly sung. The first part of the programme concluded with an action song entitled "The Farmyard," in which the children displayed an excellent impression.

The second part of the programme opened with the song "The Chorister" by Master R. Finlan, given in fine voice. Misses N. Lock and H. Hooper then appeared in a pianoforte duet entitled "Merry Skaters," which was brilliantly executed. Next followed "Nursery Rhymes" given under a very picturesque setting, in which no little amusement was caused by one of the children holding a magnifying glass before his face, presumably to protect his eyes from the dazzling charms of a blushing maid. The elder children next gave a charming exhibition of physical drill, with musical accompaniment, which was vociferously applauded. The audience were then treated to the strains of "The Glorious Flag of England" by the elder children, one of whom represented Dame Britannia. The children's efforts were loudly applauded. After the Buffs' Band had played "A Country Girl," a very enjoyable evening was brought to a close with a one-act farce entitled "Assurance and Insurance," which proved extremely amusing. The following was the cast:—

Peter Prudent, an insurance agent, Master W. Redman.
Sam Siam, an office boy, R. Finlan.
Susan Sweet, a young lady, Miss H. Hooper.
Altimadab Silver, a Quaker, Master W. Golding.
Policeman, C. Smith.

MINISTERING CHILDREN'S LEAGUE.

THE FORTHCOMING BAZAAR.

An excellent programme has been drawn up in connection with the bazaar and fancy fête to be held to-morrow afternoon on the Volunteer Parade Ground, under the auspices of the local branch of the Ministering Children's League. Some of the variety entertainments are:—"Tin Tan Tales" by the Misses Iris and Dione May; a monnet by Miss Stella Jupp and Miss Angela Ormiston; a song by Miss Ella Rowe; and a dance by Miss Vera David. The above items commence at 4 o'clock, at the conclusion of which a troop from the North will occupy the stage. At 6.15 p.m. a one-act farce entitled "A Pair of Lunatics" will be staged, to be played by Mrs. Worthington and Captain Baird, which should prove a big draw. It is to be hoped there will be a good attendance in aid of the deserving institutions.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE EUNUCHS.

ABOLITION OF SERVICE.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
The Prince Regent has determined to abolish the eunuch service in the Palace.

The period for abolition has been fixed at six years, commencing from next year.

OPIMUM SMOKING OFFICIALS.

DISMISSED FROM SERVICE.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
The Provincial Treasurer and the Judge of the Kweichow Province have been dismissed from service on account of their being still addicted to the opium habit.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
There is considerable difficulty in effecting the cancellation of the Canton-Hankow Railway Loan Agreement owing to the insistence of America to participate in the loans.

FOOTBALL LEAGUE.

FIRST DIVISION.

The fourth round fixtures are as under, and all the matches have been fixed to be played at the Happy Valley to-morrow afternoon, and none on the Kowloon side. One game has been arranged to commence at 3 p.m. and the other two at the usual time, 4.30.

Hongkong Football Club vs. Naval Yard, at the Club Ground, 4.30 p.m. Referee: Mr. Hanson.

Buff's vs. Kowloon Football Club, at the Military Ground, 3 p.m. Referee: Gunnar Marsh.
Royal Engineers vs. R.G.A., at the Military Ground, 4.30 p.m. Referee: Sgt. Edwards.
The Kowloon F.C. team is as follows:—G. Folkes (goal); Allen and Lapsley (halfbacks); Storrie, Cooper and C. Wilkie (halfbacks); Hedley, Morris, Brown, T. Wilkie and Mead (forwards).

The Hongkong Football Club will be represented by the following gentlemen in the match vs. the Naval Yard:—Messrs Kew Carroll, McCubbin, Chapman, Barlow, Gregory, Atkinson, Shaw, Sayer, Weston and Manning.

SECOND DIVISION.

Only one match has been concluded in the first round of this division and the remaining three will have to be played off at the end of the competition. The second round will come off to-morrow afternoon and should be interesting.

The fixtures are as follows:—
Lusitanian Recreation Club vs. Boys' Own Club, at the Hongkong Football Club Ground, at 2.30 p.m. Referee: Sapper T. Heigh.

"A" Company Buff's vs. 87th R.G.A., on the Parade Ground, at 3 p.m. Referee: Sgt. Graham.

"B" Company Buff's vs. M.R.C., on the Military Ground, at 2.30 p.m. Referee: Corpl. Kelly.

88th Co. R.G.A. vs. 83rd Co. R.G.A. on Lyman Ground, at 4 p.m. Referee: Q.M.S. Barlather.

The B.O.C. will be represented by the following in the match against the Lusitanians:—K. Khan, J. Chow, J. Redfern, H. Goldstein, A. A. Abbas, I. E. Chunyui, Y. Abbas, G. Cabore, I. L. Goldenberg, S. Jex and Stemmers.

M.R.C. team for to-morrow's match versus "B" Co. Buff's are:—

(Goal) N.M. Bux, (Back) S. Haricam, J. M. Dyer, (Halfbacks) F. Moore, Alim Khan, R. Nazarin, (Forwards) G. G. Markar, A. Box, A. Arculli, S. K. Moosa, C. G. Markar. Reserve: A. R. Samy.

CRICKET.

HONGKONG CRICKET CLUB.

The following have been selected to play for the following teams to-morrow afternoon, commencing at 1.45 p.m.:—

Capt. Baird's Team:—Lt D. K. Anderson (Buff), Lt H. O. Bignall, R.A., Capt. H. H. O. Baird (Buff), Capt. R. D. Crawford, R.A., E. W. Day, E. A. Fowler, Lt H. W. Green (Buff), Lt J. C. Jones (Buff), H. R. Makin, E. C. Oliver, R. M. E. H. Oliver, and T. E. Pearce.

Mr. Turner's Team:—R. E. O. Bird, Capt. H. M. Beasley, R.A., A. A. Claxton, Capt. D. Clapham, R.A., A. C. E. Elborough, W. N. Edwards, Capt. G. E. Garnett, R.A., R. O. Hutchison, H. Hancock, Lt H. M. Lippman, 35th Regt, W. C. D. Turner, and A. H. Young.

The following have been chosen to represent the 2nd Eleven in their League match against the Royal Engineers at Happy Valley to-morrow afternoon, commencing at 2.15 p.m.:—F. C. Browning, A. P. Dashwood, E. C. Hageb, E. Irving, P. J. A. Mackenzie, W. E. L. Sheaton, R. F. Long, A. G. Leith, A. Whitmarsh and 4 substitutes.

C. C. G. "A" TEAM vs. KOWLOON "A" TEAM.
This friendly match will be played at the Kowloon Cricket Club ground to-morrow afternoon. Organizers' team are:—L. E. Lamont, (Capt.), R. A. Carvalho, H. W. Peterson, P. Corrie, S. B. Halliwell, F. Rapp, W. H. Warren, F. R. Lamont, R. Raza, S. E. Green and A. E. Gomez (U).

WUCHOW IN 1908.

EXTRACTS FROM CUSTOMS REPORT.

The year 1908 was marked by the dislocation of the pool which had existed between the various West River steamship companies and by the efforts of the Chinese flag to attract the better part of the carrying trade. The result of the dislocation was to create a rancorous competition between the companies and to facilitate the establishment of a Chinese company with two steamers running to Hongkong and one to Canton, which company, thanks to certain international incidents, had no difficulty in ensuring the patronage of Wuchow shippers. Chinese steamer tonnage has trebled since 1907, and may be put down at 280 entries with 60,000 tons. The French flag disappeared for some months, owing to the loss of the *Tungtung* in the Canton typhoon; and the German flag withdrew entirely. The British flag is still prominent with over 500 entries and 175,000 tons, represented by the best steamers on the river. The total entries of the river steamers were only 1,126, but their aggregate tonnage—255,981 tons—was by far the highest on record. Communication with Nanning is secured by two motor-boats, of about 50 tons each, drawing less than 2 feet 8 inches, and which are able to run all the year round carrying cargo and passengers, and also by a number of chartered junk, which during 1908 aggregated 457 entries and clearances with a tonnage of 12,451 tons. The river between Wuchow and Nanning was surveyed, with a view to ameliorating the channel; but this is a titanic work, the accomplishment of which cannot, for many reasons, be expected in a near future.

PASSENGER TRAFFIC.

During 1908 a total of 218,290 passengers travelled to and from Wuchow: 374 foreigners and 107,582 Chinese came to Wuchow and 392 foreigners and 109,942 Chinese left the port. Hongkong steamers brought 125 foreigners and 6,760 Chinese, and took away 156 foreigners and 7,981 Chinese; and 210 foreigners and 25,544 Chinese came from Canton and Samshui, while 158 foreigners and 25,020 Chinese left Wuchow for these two places. The other passengers went to or came from Nanning and inland places by steam-launch.

TREASURY.

Endeavours were made during the year to ascertain the amount of treasure transported by steamer to and from Wuchow, but with little success. As regards Hongkong no treasure was declared; but Government vessels brought from the Canton Mint large quantities of copper coins and silver 20-cent pieces, mostly for the use of the Kwangsi troops, and also whole dollars for the Wuchow market.

OPIMUM.

During 1908 only 20 cattles of Palau opium were imported direct from Hongkong and 2,786 cattles via Canton. No native opium came from Canton, but 1,931 piculs passed the Native Customs in junk boats for down river. The total native opium said to have entered the province of Kwangsi from Yunnan and Kweichow is 5,651 piculs; but no reliable information can be obtained on this subject.

MISCELLANEOUS.

The inundations of 1908 were calamitous. The river, which rose to 67 feet 3 inches, was still 1 foot below the flood of 1922; but the suddenness with which the water came, the rapidity of its rise, the eddies and swirls it formed along the anchorage, and the wreckage and devastation it caused along the Sikang and its affluents, were greater than any within the recollection of living man. On the 11th June the gauge marked only 6 feet 8 inches, on the 16th it marked 36 feet, and on 19th over 67 feet. There was from 12 to 15 feet of water in the streets of the city, and when the water retired it left everywhere indescribable filth, which in drying, gave birth to malarial infection. This flood was due mainly to the swelling of northern streams, and later in the autumn the Nanning River sent fresh volumes of water which brought the Wuchow River once more near overflowing point. Machinery has been imported for mowing purposes, but results are not yet apparent. A School of Agriculture was opened at Kweichow early in the year for the purpose of forming a corps of experts in scientific farming with a view to educating the masses in the province.

CHINESE COMMEMORATION STAMPS.

AT SHANGHAI.

Although the local Chinese Imperial Post Office had made special arrangements to meet a rush to buy the second issue of commemorative stamps which were on sale yesterday morning, 25th inst., the eager crowd of buyers quite overran the space allotted for the sale. Before eight o'clock a crowd had collected outside the entrance to the post office from Museum Road and when the doors were opened at nine the buyers surged into the building until the available space was crowded. It was interesting to note that there were as many foreigners as Chinese and that, on the whole, good temper prevailed among the multitude. The few ladies who were there appeared to be in difficulties until the postal officials allowed them to cross over into the centre of the department. There it became a matter of sheer patience and endurance for the remainder. Several Chinese fainted and were carried out by the police with great difficulty. As the crowd was momentarily becoming greater the outer doors were then shut, for it was evident that nothing short of the whole issue would have satisfied the demand. After nearly two hours' strenuous work the supply gave out. Hundreds of people were unable to obtain any stamps although over 150,000 were sold.—N. C. D. News.

A SIX-MAKER on the s.s. *Asia* was awarded six weeks' hard labour in the Police Court this morning for stealing two bolts of canvas worth \$50 from the ship. The canvas was found concealed under some mailbags at the ship's half-way from the ship in a steamer.

INTERPORT CRICKET.

THE SHANGHAI TEAM COMPLETED.

The selection committee of the Shanghai Cricket Club met on Saturday evening and made the final selections for the Interport team, which is to visit Hongkong, leaving here by the steamer *Montague* on November 15 next. The remaining places were filled by the selection of W. E. Wilson, P. Lamb, T. Main and H. Middleton. Of the four, Middleton and Wilson are new to Interport honours, but both and Lamb took part in the game played in Hongkong in 1907. On that occasion Lamb scored 13 and 0 for twice out, but Main had the unenviable experience of getting a pair of spectacles (O) run out and O, not out. With the ball, however, Main did remarkably well, taking 10 wickets for 110 runs, an average of eleven runs per wicket. Neither of these two men was selected for the match played in Shanghai last year.

The team as now selected constitutes the following:—R. N. Anderson, G. M. Billings, O. C. Humphreys, A. E. Lanning, V. B. Lanning, W. H. Monie, O. D. Rasmussen, L. Walker, W. E. Wilson, P. Lamb, T. Main, and H. Middleton.

On the whole, the team is a good one, though not thoroughly representative of Shanghai, for Captain E. I. M. Barrett and A. G. H. Caruthers, two of the best players in the Settlements, are unable to get away. In bowling the team will be strong, having a particularly good quartette in V. H. Lanning, O. D. Rasmussen, W. E. Wilson and T. Main. All excepting Main have been bowling very well this season; Main has bowled well also but he has not met with any success worthy of mention. The batting is not particularly strong though Moulie and Anderson have already indicated that they are both in form. A. E. Lanning will probably do well with the bat, but of the rest of the team one cannot expect a great deal.

Hongkong will have a strong eleven and will be in a position to put their best men in the field, consequently the Southern Colony should stand the better chance of winning. However, the best wishes will accompany the Shanghai team and all residents will hope it will bring back another Hongkong flag.—Shanghai Times.

THE JAPANESE IN KOREA.

Admirable as is the activity displayed in so many directions by the Japanese, it cannot be said that they have succeeded so far in winning the good will of the Koreans. On the contrary, there is ample evidence that the majority of the Koreans profoundly dislike Japanese rule. For this unfortunate state of things the behaviour of the Japanese themselves, especially during the first few years of military occupation, is no doubt, as in Manchuria, so some extent responsible. The military rule was often harsh and grasping, and the policing of the country by the troops, scattered in small detachments without proper control, led to serious mischief. As in Manchuria, the Japanese immigrant who had followed the army into Korea was also apt to be a rough customer. Not until Prince Ito arrived in Korea does any resolute effort appear to have been made to put down these disorderly elements, and even he seems to have received less support than he might have expected from the Japanese communities at large. It would, however, be very unfair to attribute the whole blame for the estrangement of the Koreans to the mistakes made by the Japanese—mistakes which liberal-minded Japanese themselves admit and are doing their best to repair.

The policy initiated by Prince Ito has already begun to bear fruit. The present Sovereign of Korea is quite content to discharge the ornamental functions assigned to him. It would have been easy enough for the Japanese to have created at any time a Japanese party in the Korean official world had they been prepared to wink at a return to the old corrupt methods. It is to their credit that they resisted the temptation, but now that some of the better educated Koreans are willing to recognise that their best chance of helping their fellow-countrymen lies in co-operation with the Japanese, the latter, it may be hoped, will not hesitate to give the largest possible share of employment in the public services to Koreans of all classes who are ready to accept the new conditions. Vincent Soos has no easy task in front of him, but if he walks in Prince Ito's footsteps, though the road may be long, and arduous, he can hardly fail to make good progress towards the appointed goal. The Japanese will in any case encounter for some time to come the difficulties with which alien rulers inevitably find themselves confronted, but they have, nevertheless, so much in common with the Koreans, to whom they stand very much nearer, both in language and in race, than the Chinese, that the gulf cannot prove in the long run impossible, unless the Japanese themselves make it so.—Times.

ROWING.

Yesterday was the first day of training for the V. R. C. Chairman's Challenge Cup, and soon after 5 o'clock the Club-house was filled with rowers all anxiously awaiting to go out for a pull. Many crews went out. It was seen that no less than five were training for the above event. This race will be worth witnessing when the time comes, as all the entrants are going hard at it and should do well.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Bootham*) 1st prox.
American (*Hongkong*) 2nd prox.
German (*Kaiser*) 4th prox.
Indian (*Kunming*) 11th prox.

The H. A. L. s.s. *Zibelia* left Shanghai on 28th inst., a.m., and may be expected here on 31st inst.

The Glen Line s.s. *Glenloch* left Singapore this morning, and is expected to arrive here on 31st prox. p.m.

The P. & O. S. S. *Coro* left Singapore for this port on 28th inst., at 5.30 p.m., and is due here on 31st prox. p.m.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—
Business has been dull during the week under review with no changes of any importance to report. The Rubber market has also been quiet and stocks have received very little attention.

Banks.—Hongkong and Shanghai Banks have ruled quiet with a few small sales at \$995. The London price has weakened to £91. Nationals remain in demand at \$65.

Marine Insurance.—Canton continues weak and are on offer at \$16½, as the dividend of \$10 per share, paid on the 22nd inst. North China has declined to Tls. 105; at which rate they are quiet in the North. Sales of Unions have been effected at \$84½ closing with sellers. Yangtze are quiet at \$132½.

Fire Insurance.—China Fires can be placed at \$14. Hongkong Fires have receded to \$37½ at which rate they can probably be placed.

Shipping.—China and Manila and Douglases are quiet and without business to report. Hongkong, Canton and Macao Steamboats are offering at \$31 without inducing buyers. Indo-China are firmer and inquired for at \$50. In Shanghai there are buyers at Tls. 44. Shell Transporters are in demand at Tls. 77½.

Refineries.—China Sugars have risen to \$48, owing to an unsatisfied demand, and, at the close buyers prevail at the rate. Luzons are unchanged. Perak Sugars have been sold in the North at Tls. 335. It is announced that the Directors of this Company have decided to pay a dividend of Tls. 10 per share for the year ended 31st August, 1909.

Mining.—Chinese Engineering are obtainable at Tls. 20. The Directors of this Company have declared a final dividend of 1/5 per share, making in all 3/5 per share for the year 1909. This dividend is payable about the 1st November on Coupon No. 13. Raps are again on offer at \$8.

Docks, Wharves and Godowns.—Sales of Kowloon Wharves have been effected at \$63, closing with further sellers at \$63½. There are sellers of Whampoa Docks at \$55. Shanghai Docks have been sold at Tls. 76½ and Tls. 77½, and more can probably be placed at the rate. Hongkong Wharves continue to decline and there are sellers at Tls. 130.

Land, Hotels and Buildings.—There are sellers of Hongkong Lands at \$104. Humphreys Estates are offering at \$9. There are no changes to report in other stocks under this heading.

Cotton Mills.—Hongkong Cottons have changed hands at \$6, and more are inquired for at the rate. Ewos have been sold during the week at Tls. 150 but now have buyers at Tls. 149. According to latest mail advices from the North changes in other Northern Mills are as follows:—Internationals Tls. 92.

Lau Kuang Mills Tls. 112. Soy Chees Tls. 460. Miscellaneous.—China Light and Powers have been sold and have further buyers at \$5½. China Providents have found buyers at \$3 and more are wanted. Green Island Cements have declined to \$7 at which they are wanted. Hongkong-Ices can be had at \$180. Langkats have suffered a further decline to Tls. 77½, at which rate they have been sold. Sumatras dropped to Tls. 101, but are slightly firmer at the close with buyers at Tls. 103.

Rubbers.—According to telegraphic information the price of Rubber, hard fine para, has improved to 9½d per lb. Anglo-Malays are steady at 15½. Balgownie have weakened to \$6½ with sellers. Damansaras are in demand at 75 and Golcondas at 54½. Kuala Lumpurs have improved to 77½. Ragallies are wanted at the slightly reduced rate of 58 (S'pore). Ledburys have been dealt in at 47½.

Exchange.—The Banks selling rate on London is 118½ on demand. The T/T rate on Shanghai is 74½.

Dividends Payable.—Kuala Lumpurs dividend of 4/ for 1909 Anglo-Malays, second interim of 12½ for 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—November Settlement 29th November.

December Settlement 29th December.

YARN MARKET.

Our last report was dated the 15th instant per s.s. *Himalaya*, since when the market during the first portion of the interval continued quiet when small sales were effected at previous rates, buyers holding entirely aloof. Subsequently owing to this unwillingness on the part of dealers to continue operations one or two large importers conceded a little in price to induce business with the result that a fairly large quantity of yarn both spot cargo and to arrive, changed hands principally in favourable desirable spinmings of No. 100 and 125. We may mention that these purchases were chiefly made by one or two large native speculators. The markets in India continue very strong and some of our large importers have made purchases there for the Far Eastern markets at advancing prices. Nevertheless, the tone of our market at the close is somewhat easier.

No. 65.—Trifling sales at quotations owing to absence of country orders.

No. 85.—In good request and a fair business has been put through at firmer rates.

No. 100 & 125.—Continue in strong demand and considerable sales have been made especially in No. 100, which comprises more than a moiety of the settlements.

No. 161.—Are in short supply and one or two favourite chops have fetched very high prices.

No. 200.—Very slow to move owing to absence of orders from the consuming centres and settlements in desirable spinmings have been small. Total Sales 5,000 bales.

Unsold Stocks estimated at 15,000 bales. Sold but undelivered in the Godowns, and to arrive 21,000 bales.

Arrivals.—The mail ste. *Dromeda* and extra ste. *China* from Bombay, and ste. *Leining* from Calcutta, have brought in 4,277 bales for Hongkong, and 1,241 bales for Shanghai, and

To-day's Advertisements.

NOTICE OF REMOVAL.

THE Office of the TOYO KISEN KAISHA—SOUTH AMERICAN LINE—has been removed to GROUND FLOOR, KING'S BUILDING, formerly occupied by Messrs. Jardine, Matheson & Co., Ltd., Shipping Office.
Hongkong, 29th October, 1900. [744]

NOTICE.

CHINESE ENGINEERING AND MINING CO., LIMITED.

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 28th February, 1900.
COUPON No. 13 is payable on 2nd November, at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent.
Hongkong, 29th October, 1900. [747]

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 1st November:—
From West of Victoria and Kowloon, in a direction from North to West, commencing at 6.30 p.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.
BASIL TAYLOR, Commander, R.N., Harbour Master, &c.
Hongkong, 29th October, 1900. [748]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 29th October, 1900. [745]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "GREGORY APCAR," Capt. S. H. Balson, will be despatched for the above Ports on TUESDAY, the 2nd November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 29th October, 1900. [746]

ments from Hongkong to Shanghai, and coast ports &c., amount to about 1,000 bales.

Shanghai.—Is reported moderately active at or about previous quotations.

Japanese Yarn.—Entirely neglected.

Local Mill.—Sales of 50 bales No. 8s at \$117 and of 450 bales No. 10s at \$119 are reported.

Raw Cotton.—No receipts, no stock and no transactions in Indian descriptions. A few parcels of the new crop of China cotton arrived and some 250 bales were booked in our market at \$36½ to \$39. The quality appears to be the same as of last year. We quote today Bengals \$32 to 37 and China \$35 to \$39.

Ropes T/T 19½. Sterling D/D 1/8½. Shanghai T/T 74½. Rupees D/D 139½. Sterling 4m/1 1/2. Japan 84. Bar Silver 25½/16.

POLISHWALLA AND KOTWALL, Cotton and Yarn Brokers.

Intimations.

We have received a new shipment of extra choice

ENGLISH BACON.

75 cents per lb.

THE DAIRY FARM CO., LIMITED

Hongkong, 19th October, 1900. [1380]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

(THE) SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL

FIRST FLOOR OF NO. 25 DES VOUX ROAD, CENTRAL.

(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY: From 11 A.M. to 5 P.M. From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Perumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.
Hongkong, 25th September, 1900. [675]

NOTICE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37 Hollywood Road, 2nd floor.

Hongkong, 6th September, 1900. [663]

D & J McALLUM'S "Perfection" Scotch Whisky

Embraces All the qualities of a high class Scotch Whisky for Connoisseurs

A Perfect Whisky: Mellow like a Liqueur.

SOLE AGENTS: H. PRICE & Co., Ltd., 15, Queen's Road.

PROPRIETORS: D & J McALLUM, EDINBURGH.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANGOUVER. 12 DAYS HONGKONG TO VANGOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF CHINA" SATURDAY, NOV. 6TH.
From St. John, "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"MONTEAGLE" SUNDAY, NOV. 21ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 47, 10/10.
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privilege at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 4/3.
Via New York 4/5.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	MONDAY, 1st Nov., 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	WINGSANG	WEDNESDAY, 3rd Nov., 4 P.M.
SHANGHAI	YATSHING	THURSDAY, 4th Nov., Noon.
SHANGHAI, YOKOHAMA, KOBÉ	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
MANILA	YUSANG	FRIDAY, 5th Nov., 4 P.M.
SINGAPORE, PENANG & CALOOTA	KUTSANG	FRIDAY, 12th Nov., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).
The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout.

Taking Cargo on through Bills of Lading to Yantai, Port, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
Telephone No. 61.
Hongkong 29th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

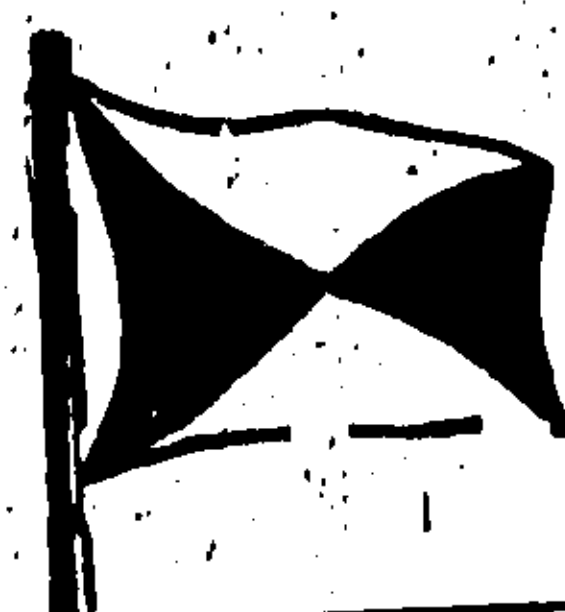
For	STEAMERS	To Sail
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	30th Oct., Noon.
SHANGHAI	"OHENAN"	31st Oct., Daylight.
MANILA	"TAMING"	2nd Nov., 3 P.M.
CEBU & ILOILO	"BUNGKANG"	2nd Nov., 4 P.M.
SHANGHAI	"ANHUI"	4th Nov., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th Nov., 4 P.M.
AUSTRALIAN PORTS	"KUEICHOW"	6th Nov., 4 P.M.
WEIHAIWEI & TIENHSIN	"LINAN"	7th Nov., Daylight.
SHANGHAI	"TEAN"	9th Nov., 3 P.M.
MANILA	"CHINCHUA"	11th Nov., 4 P.M.
SHANGHAI	"CHINCHUA"	11th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
—DIRECT SAILING TO WEST RIVER, TWICE Weekly.

SS. "LINTAN" and S.S. "SANDI."
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinshua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These steamers load passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 36.
Hongkong 29th October, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	1540	R. W. Atwood	MANILA	SATURDAY, 30th Oct., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO., GENERAL MANAGERS.
Hongkong 29th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR:
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBÉ,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. MANSHU-MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

YOYO KISEN KAISHA, York Building.

Hongkong, 28th October, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 31st Oct., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.
The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 29th October, 1909.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 24th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 20th Dec., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBÉ	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Vagi, Tons 6000	FRIDAY, 25th Nov., at Noon.
KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 24th Dec., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	IMOYORI MARU, Capt. J. C. Richards, Tons 4000	SATURDAY, 30th Oct., P.M.
	KAMO MARU, Capt. F. L. Sommer, Tons 9200	SATURDAY, 20th Nov., Daylight.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 14th Nov., at Noon.
	BINGO MARU, Capt. A. Christensen, Tons 6500	SATURDAY, 31st Oct., at Daylight.
	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

† Cargo only.
† Fitted with new System of wireless telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZUKI AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.
Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.
Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 12th Jan., 1910.
Mishima Maru (Capt. A. E. MORSE) About Wednesday, 9th Feb., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO, Manager.
Hongkong 29th October, 1909.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"COULSDON,"
Captain Turnbull, will be despatched for the above Port TO-MORROW, the 30th October, 1909.

For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, 29th October, 1909. [695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"ALDENHAM,"
Captain St. John George, will be despatched at above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 26th October, 1909. [735]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZUKI CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:
S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to
DODWELL & Co., LIMITED.
Hongkong, 21st October 1909 [48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Africa, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA TACOMA & SEATTLE
MOJI, KOBÉ AND YOKOHAMA

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & Co., LIMITED.
General Agents
Queen's Buildings
Hongkong 21st October 1909 [10]

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship
"AMIRAL OLRÉ,"
Captain Privat.

For further particulars apply to
MESSAGERIES MARITIMES, Agents at Hongkong.
Hongkong, 8th October, 1909 [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer
"KWONG TUNG" Capt. D. W. WALKER
"KWONG SAI" Capt. E. S. CHOW

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$1.
Meals 25c each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.
and
SHIU ON S.S. CO., LD.
No. 2, Queen's Road West.
Hongkong, 26th April, 1909. [16]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAYVIEW, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DELHI,"
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this (for BOMBAY) &c., TO-MORROW, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 12th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 29th October, 1909. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"WYNERIC,"
will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, 29th October, 1909. [73]

Intimation.

YUEN HING,
No. 4 D'AGUIAR STREET.

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MANUFACTURE WHOLESALE & RETAIL DEALERS

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LINE GRASS CLOTH, PEWTER
WARE, &c.,
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Hongkong, 5th August, 1909 [799]

TYPEWRITERS

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Hongkong

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
RESERVE	AT WORKING ACCOUNT						
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$150,000	\$2,007,819	Interim of £2 for account 1909 @ ex 1/9th = \$22.72	4 % \$595 sellers London 491
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909	74 % \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$154,183 \$103,791	none	\$10 for 1908	74 % \$162 1/2 ex div. n.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 200,747 Tls. 118,377	Tls. 160,512	Interim of 7/6 for 1908	51 % Tls. 103
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$8,000,000 \$199,248 \$103,809	\$8,464,901	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	51 % \$845 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$50	\$2,000,000 \$204,495 \$199,264	\$7 7/8	\$12 and bonus \$1 for 1917	74 % \$324 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$50	\$1,000,000 \$108,668 \$113,803	\$375,341	\$6 and bonus \$1 for 1907	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,438,173	\$568,711	\$27 for 1907	8 % \$375
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$104,638	\$1,085	\$1 for 1906	7 % \$84 sellers
Oceanic Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$500,000	NIL	2 1/2 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$25	\$617,500 \$119,267 \$28,645	\$21,175	Interim of \$1 1/2 for account 1909	74 % \$51 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	£5	£5	\$10,000 \$10,000	£23,755	£6 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	500 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	50,000	£5	£5	\$10,000 \$10,000	£23,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for a/c 1909	71 1/2 buyers
Shanghai Transport and Trading Company, Limited	2,000,000	£1	£1	\$10,000 \$10,000	£6,817	\$1.00 for year ending 10.4.1909	4 % \$26
Star Ferry Company, Limited	10,000	\$10	\$5	\$46,985	\$1,121	\$0.50 for year ending 31.12.08	31 % \$141
REFINERIES.							
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$1,000,000 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08	31 % \$148 buyers
Latoh Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,893	\$3 for 1897	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,273	Tls. 31 for year ending 31.12.08	Tls. 335 sales
MINE.							
Malayan Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$175,000 \$175,000	£11,556	Interim of 1/8 (coupon \$0.125) for year ending 31.12.09	7 % Tls. 20 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,191	No. 12 of 1/8 = 15 cents	\$8 sellers
DOCKS, WHARVES & GODOWNS.							
Wanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,906	Dr. \$7,441	\$1.75 for year ending 31.12.08	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$28,806 \$20,000	\$30,102	None	\$634 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$28,442	\$345 1/2	Interim of \$1 1/2 for account 1909	11 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 25 for year ending 31.12.09	6 1/2 % Tls. 71 sales
Shanghai and Hongkong Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 607,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000 Tls. 8,000	Tls. 4,134	Tls. 6 for year ending 31.12.09	11 % Tls. 105 buyers
Central Stores, Limited	10,181	\$15	\$15	\$1,000 \$68,000	\$24,612	\$1.20 on old and 60 cents on first new issue.	\$17 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$24,000 \$14,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$221
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000 \$22,172	\$26,475	Interim of \$1 1/2 for account 1909	\$104 buyers
Hongkong Estate & Finance Company, Limited	150,000	\$10	\$10	\$22,172	\$5,488	60 cents for 1908	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 100,000	Tls. 124,494	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	11,958	Interim of \$2 for account 1909	8 1/2 % \$43 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 48,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	31 % Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$20,000	\$9,551	50 cents for year ending 31.12.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 92
Loan-kuo-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	Tls. 112
Sey Choo Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,921	Tls. 50 for 1906	Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	3,604	\$12 1/2	\$12 1/2	\$1,500 \$40,000	£648	15 % per share for 1908	\$10
China-Borneo Company, Limited	50,000	\$10	\$10	\$10,000	NIL	\$1.50 for 1908	9 % \$73 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$64,138	50 cents for year ended 31.12.08	\$1 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$100,000	\$34,077	80 cents for 1908	8 1/2 % \$91 sales
Oakley Farm Company, Limited	40,000	\$10	\$10	\$10,000	\$48	\$1.20 for year ending 31.7.09	7 1/2 % \$16 1/2 ex div. b.
Green Island Cement Company, Limited	100,000	\$10	\$10	\$10,000	\$3,750	Interim of 35 cents for account 1909	10 % \$7 sa. and b.
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$170	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	\$1 and bonus 20 cts. for year ending 30.9.09	6 % \$20
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Interim of \$2 for account 1909	10 1/2 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$30,000	\$1,100	Interim of \$1 for account 1909	8 1/2 % \$13 buyers
Maatschappij tot Mijn- en Landbouw- en Planten in Langkat, Limited	25,000	Tls. 100	Tls. 100	Tls. 62,311	Tls. 116,022	Third quarterly of Tls. 1 1/2 for account 1909	7 % Tls. 757 1/2 b.
Peak Tramways Company, Limited	15,000	\$10	\$10	\$20,000	\$8,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$11
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$2,640	None	\$130
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,400	None	\$0
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 103 buyers
South China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$56,602	None	\$24 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 % \$51
Union Waterworks Company, Limited	10,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$104 sales
Wai Kwoi Waterworks Company, Limited	10,000	\$10	\$10	\$46,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 buyers
Watson, (A. S.) & Co., Limited	92,000	10	\$10	\$300,000 \$15,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$781	Final of 40 cts. making 80 cts. for the year ended 30th June, 1908	\$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	15 1/2 buyers
Belgo-Malay Rubber Estate, Limited	20,000	\$10	\$10	none	\$7,400	25 % for year ending 31.3.09	\$671 sellers
Castledale Rubber Estate, Limited	12,500	£1	£1	none	\$11,205	None	\$70
Damansara (Selangor) Rubber Co., Ltd.	110,000	£1	£1	none	£2,220	Final 9 % making 12 1/2 % for 1909	7 1/2 buyers
Golconda Malay Rubber Co., Ltd.	80,000	£1	£1	none	none	None	\$4 1/2
Highland & Lowland Rubber Co., (fully paid)	181,454	£1	£1	none	£8,784	15 % for year ending 31.12.08	10 1/2 nominal
do. do. (contributory)	283,546	£1	£1	none	none	None	3/5 sellers
Kamuning (Perak) Rubber Co. & Co.	950,000	2/-	2/-	none	none	None	nominal
do. do. A Shares	105,000	£1	£1	none	none	None	3/5 buyers
do. do. B Shares	105,000	£1	£1	none	none	None	nominal
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	1,820	1 % for year ending 30.6.08	77 1/2 buyers
Langkat Plantations, Limited (ordinary)	320,000	2/-	2/-	none	none	Interim of 40 % pd. for account 1909	23 1/2 buyers
do. do. (7 1/2 % pref.)	10,000	£1	£1	£4,000	none	7 1/2 % for year 1908	nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	15 % for year ending 31.12.08	\$18 buyers
do. do. (8 1/2 % pref.)	2,500	\$10	\$10	none	none	None	nominal
Ledbury Rubber Estates Limited	40,000	£1	£1	none	none	None	\$2 sales
do. do. (contributory)	40,000	£1	£1	none	none	None	3/5 buyers
Sagga Rubber Company, Limited	20,000	£1	£1	none	none	Interim of 30 % for 1909	\$20 buyers
Sandycroft Rubber Company	1,000	\$100	\$100	none	\$1,273	3 % for 1908	20 buyers
Sekong Rubber Company, Limited	80,000	£1	£1	none	none	None	\$150 sellers
Shelford Rubber Estate Limited	65,000	£1	£1	none	18,816	None	27 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	72 1/2
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None	none
Sungei Kaper Rubber Company	110,000	£1	£1	none	none	None	none

Intimations.

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Pongkong, 1st August, 1909.

1566

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(ESTABLISHED 1881.)

NEW SERIES No. 8020

號六十月九年元統宣

FRIDAY, OCTOBER 29, 1900.

五拜禮

號九十月十英曆西

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MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 29, 1900.

PRATAS ISLAND SETTLEMENT.

(23rd October.)

According to our Canton correspondent H.E. Viceroy Yuan Hau Hau has appointed two officials to proceed by the Chinese gunboat *Pa Hsi* to take formal possession of the Pratas Islands on behalf of the Chinese Government as territory over which it exercises sovereign rights. On the authority of Mr. Kurachi, Director of the Political Affairs Bureau in the Foreign Office, a Tokyo dispatch to the *Asahi* *Shinbun*, translated by the *Japan Chronicle*, reports that the Japanese Government has intimated to the Chinese Government that it had the demand of Mr. Nishisawa (who began business on the island) been acceded to and his business given proper protection by the Chinese Government, the territorial rights of China over the island would have been recognised. As the result of negotiations entered upon between Mr. Segawa, Japanese Consul at Canton, and the Viceroy of Kwangtung, continues the dispatch, the Chinese Government agreed to purchase the business of Mr. Nishisawa, and on the 11th instant an agreement was arrived at between the Consul and the Viceroy. The substance of the agreement is as follows:—

"(1) That the Chinese Government shall purchase Mr. Nishisawa's business at \$160,000 in Kwangtung silver.

"(2) That Mr. Nishisawa shall pay to the Chinese authorities \$20,000 in Kwangtung silver in compensation for the removal of the shrine on the island and as a tax on the business.

"(3) That the Chinese Government shall pay the money to the Japanese Consul within three months after the buildings erected and the phosphates mined by Mr. Nishisawa (and not carried away) have been delivered to the Chinese authorities in accordance with a list of property recently presented by Mr. Nishisawa."

The 25th instant has been decided as the date for the delivery of the property.

THE TRADE OF CANTON.

(25th October.)

There are some melancholy aspects to be found in the annual report of Mr. Paul H. King, Commissioner of Customs, just issued, on the trade of Canton for 1908. As proof that the entrepot of South China has not been in as flourishing a condition as in preceding years, the Commissioner in his able report starts off in a gloomy vein. To begin with, we are told that: "Two floods in one year is the sad record for 1908, and it is therefore not surprising to find that export trade has, in part at least, failed to justify the high hopes of the report for 1907. At first sight the net value—Hk. Tls. 103,696,530—of the trade in 1908, as compared with Hk. Tls. 103,782,947 in 1907, would suggest that trade had "marked time" rather than retrogressed; but a closer analysis reveals the fact that while foreign imports—represented by Hk. Tls. 29,753,077, as compared with Hk. Tls. 29,894,602 in 1907—have maintained their position, native imports have been increased by some 74 million taels, while exports of local origin have decreased about 74 million taels. In other words, native imports and exports of local origin have changed places in 1908, as compared with 1907. Although the shrinkage in exports is mainly due to a short production of silk—the direct outcome of adverse climatic conditions—it is satisfactory to note that the items, with the exception perhaps of rice, which swell the value of native imports are not such as to suggest decreased buying power." Then he goes on to describe the floods in detail, in the course of which it is stated that the saying of Confucius "with coarse rice to eat, with water to drink, and my bended arm for a pillow" represents as truly to-day as ever the actual needs of this hardy race. The subject of the disastrous typhoon of the 28th July is also touched upon in the report, from which it appears that the sum total of damage to the shipping was fixed at the 300,000; while the loss among the flower-boats, sampans, etc., is perhaps rather loosely represented as exceeding 100 vessels. The net value of foreign imports was Hk. Tls. 29,753,077, or Hk. Tls. 141,525 less than in 1907. The net value of exports (abroad and coastwise, including re-exports) in 1908 was Hk. Tls. 48,598,792, or Hk. Tls. 7,274,930 less than in 1907. On the subject of the Yueh-Han Railway, the following interesting statement appears in the report:—"The Yueh-Han Railway is now open to traffic as far as Yuntan, in the Yingtak district, 136 li, or 45 English miles, from the Wongsha (Canton) terminus. It has carried over a million passengers in the 12 months, and has earned \$167,202 by so doing. So far the freight-carrying capacity of the railway is undeveloped. Steady progress northwards is expected in 1909 and will add month by month to the earning power of the line. I am indebted to the courtesy of the Director-General for the appended sketch plan of the Kwangtung portion of this great enterprise. For the following remarks on the Chinese section of the Canton-Kowloon Railway, and also for the sketch plan thereof, I have to thank Mr. Frank Groves, the Engineer-in-Chief of the line. The Canton terminus has been established at Taihaton (East Gate), and is thus

conveniently situated at the eastern extremity of the new bund. As the map indicates, a connection with the Yueh-Han Railway, will be made to the northward of Canton city, passing between the hills to the north of the five-storied pagoda. The total length of the line from Taihaton to the British Kowloon frontier at Shumchun will be 89 miles. Allowing 22 miles for the British section, the total length of the line from Canton to Kowloon will be 111 miles. The route adopted offers every prospect of considerable traffic. From Canton to Shumchun there are many large villages, and the railway will provide ready access to the Hongkong and Canton markets for the lichees, sugar cane, oranges, and other products of these richly cultivated and prosperous districts. Shumchun itself, from its commanding position on the East River, is destined to be the principal distributing centre for the district. The station will be near the town. To the south of Shumchun and onwards to Shumchun a direct route has been obtained through a fine country with much arable land and prospects of rapid development. The lower hills are inhabited by Hakkas. Pineapples and vegetables are produced in large quantities. A careful estimate anticipates the opening of traffic of a 30-mile section from Canton onwards in March 1910 and a through connection with Kowloon in or about July 1911. The total number of passengers carried by the Canton-Fatshan-Samshui branch of the Yueh-Han Railway was 3,052,920, of whom 890 were foreigners. The gross earnings from all sources were \$582,005, of which sum passengers contributed \$568,745, or a decrease of \$10,993, as compared with the 1907 figures, due to floods and typhoon, failure of the rice crop, shortness in the first silk crop, the national mourning, and the generally depressed state of local business. The line suffered greatly from the floods in June; passenger traffic had to be interrupted for 16 days—in some places the rails were 12 feet under water; this involved the company in great expense. There is still a good deal of steam-launch traffic in the Fatshan Creek, and owners are quick to take advantage of railway mishaps or change of rules, e.g. increases in fares, etc., in competing for the Fatshan passengers. There is doubtless room for both carriers on this particular route, and there is no reason why the unrivalled waterways of Kwangtung should not serve to feed her railways." Altogether, the report is as concise and complete as could have been expected of a document in a congested form. Next year we shall expect to see some mention of the newly-opened branch of the Hongkong and Shanghai Banking Corporation, which is bound to exercise a beneficial influence upon the economic conditions of the Capital of South China. In the words of a leading Home contemporary, the Bank is a British bulwark in the East and piles prosperity on prosperity and when the bogey of commercial depression and the world over will have passed into oblivion, and the vast territories of China opened up by a network of railways, which are already proceeding apace, then the City of Canton will truly become a Far Eastern trade emporium towards whose shores the heavily-laden ships of many nations will set their sails.

THE RED HAND AT HARBIN.

(26th October.)

The dastardly outrage reported in our special telegram to-day of the assassination of Prince Ito, of Japan, at Harbin, by a Korean, will be learnt with horror and regret by the entire civilized world. The alleged grievance of the Koreans against the Japanese cannot be expected to be redressed by any such violent methods as that reported to be the murderer to accomplish his foul end. Prince Ito started from Tokyo on a peaceful tour in Manchuria on the 14th inst., in referring to which, on the eve of his departure, His Highness laid emphasis upon the private character of the journey. His tour, he said, would extend as far as Harbin and he might also pay a visit to Vladivostok. It was contemplated that Prince Ito would meet Mr. Kokovtsov, the Russian Minister of Finance, at Harbin; but the meeting was to have no political bearing. On the 15th inst., Prince Ito arrived at Tairen. He had arranged to be at Mukden on the 22nd instant and at Harbin on the 26th. So that his arrival at the latter city must have taken place this morning. The tragical ending of Prince Ito's tour cannot fail to elicit the deepest sympathy with Japan in the loss of a statesman of the administrative ability and rare worth of His Highness, whose work as resident-general in the land which gave birth to the hand of the assassin will live as the best monument to the undying fame of one of the greatest men of the time in Japan. We do not more on this occasion than record our sincerest sympathy with Japan in her irreparable loss and refrain from further comments until full particulars of the tragedy reach us from Japan. Meanwhile it may be useful to present the record of Prince Ito's career as printed in *Who's Who in the Far East*. It reads:—

Ito, Marquis Hirobumi (Soul), Japanese Resident General of Corea; b. Sept. 2, 1841. Escaped to England with Count Itoyo in days of late Shogun, and took part on Imperial side during war which led to Restoration; appointed Governor of Hyogo at end of war; sent to Europe, 1871, with special embassy for revision of treaties; is responsible for existing Japanese banking regulations; was Minister of Works, 1878, after proclamation of 1871; announcing inauguration of representative government; 10 years later was despatched to Europe and America to gather material to frame Constitution for Japan; was founder of present system of Government in Japan; despatched to China and concluded Tientsin Treaty with late Li Hong Chang, 1895; Prime Minister of Japan,

1895, upon inauguration of Constitutional Government was President of House of Peers; concluded Treaty of Shimonoseki with late Li Hong Chang; established present system of peerage in Japan; appointed President of Privy Council, visited England, with Prince Arisugawa to attend late Queen's Diamond Jubilee; has been Prime Minister on five occasions, and has filled almost every portfolio of State; cr. Marquis, 1895; appointed Resident General of Corea, 1906; made Privy Councillor of Corea, Feb. 1906. Decorations: The Grand Cordon of Japan, etc. Address: Residency General, Seoul Corea.

KOWLOON CUSTOMS REPORT.

(27th October.)

The other day we reproduced from the Customs Report on the trade of Canton for 1908 some salient features from that most interesting document of the trade of the Southern capital for the past year. To-day we have before us through the courtesy of the Commissioner of Customs the Yellow Book dealing with the various stations during 1908. The other with which Hongkong is more immediately concerned, relates to Kowloon and is compiled by Mr. A. H. Harris, the Commissioner. At the outset Mr. Harris has the same gloomy picture to present as his Canton confrere, of "a stormy summer season, during which occurred a typhoon of great severity, together with a constantly falling exchange and further restrictions on opium," which considerably militated against the chance of a good year. The report touches upon the rice and flour trade and, after reviewing the principal incidents of the flood in the West River districts (mentioning incidentally the relief measures organized by the Chinese residents in Hongkong, and of the disastrous typhoon of 27th July, states that the total revenue collection for the year 1908 amounted to Hk. Tls. 34,697.8. These figures show a decrease on those for the previous year of Hk. Tls. 46,794. All headings, with the exception of Chingfei, show a decrease, of which one-fifth (Hk. Tls. 9,595) is due to the decline in opium revenue. The increase of Chingfei (Hk. Tls. 2,547) is derived from coal. The decline in general cargo duty is due mainly to decreased importation of cuttle-fish, ground-nuts, matches, kerosene oil, sawwood, white sugar, tobacco, and flour, and exportation of cattle, coarse china ware, ground-nut oil, pigs, and tea. The section of the report on foreign goods may be given in *extenso*. Mr. Harris writes:—"Foreign goods entered China from Hongkong via the Kowloon stations during the year 1908 to the value of Hk. Tls. 30,979,381, an increase over the previous year's figures of over 1 million taels. Cotton goods show decreases under most headings, with the exception of white shirtings, and more especially cotton thread, which continue to advance satisfactorily. Business in piece goods has been dull owing to the high exchange. Indian cotton yarn passing over stations has dropped to 458 piculs, a fall of over 50 per cent. on the figures for 1907 and the lowest amount recorded in our archives since 1903. Yarn appears to have shared in the general disturbance in commercial dealings caused by the fluctuations and continual fall in silver. The bulk of the trade in this district is carried by steamships to Canton, and of which we have no cogitation. The local trade in the Indian production has advanced considerably during 1908. The disfavor into which, from various causes, Japanese yarn has fallen materially assisted Bombay. It has been stated that the Indian yarn consigned to southern Chinese ports and to Tonkin, through Hongkong as the distributing centre, has reached some 200,000 bales during the course of the year, the estimated value being \$2,750,000. Of the items under metals, yellow metal sheets, iron and mild steel, nail-rod, and lead in pigs and bars show increases, while iron and mild steel sheets and plates, old iron and mild steel, and steel in bars and plates have declined. It must not be forgotten that the tendency to employ foreign-flagged lighters towed by steam-launches to carry machinery, metals, oils, etc., cuts considerably into the native junk trade. This traffic appears to be on the increase and calls for further regulation than has yet been accorded to it. Business in metals has been dull owing to high gold exchange rates. American kerosene oil has risen from 169.85 gallons in 1907 to 453,020 gallons, while Russian has fallen over 60 per cent. to 241,975 gallons and Sumatra by nearly 50 per cent. to 604,175 gallons, the latter figures being a little over a quarter of that passing through our stations in 1907. It is understood that the better class of Chinese object to the odours thrown off by the two latter oils. No Burma oil was imported by junk. Owing to present fiscal conditions many of the delta districts are, I understand, served from Canton, but they could be more conveniently supplied from Hongkong direct were it possible to make the necessary revenue arrangements. Prices during the latter part of the year rose considerably owing to the drop in value of silver, though the actual gold price had slightly fallen. It has been rumoured, though not authenticated, that the rise in price of kerosene oil per case during the latter part of the year was due to an understanding between the Standard Oil and Asiatic Petroleum Companies not to allow prices to fall below a certain figure. The importation of foreign rice has fallen from 4,548,202 piculs during 1907 to 3,495,070 piculs. Paddy has fallen from 1,037,906 to 667,901 piculs. Cuttle-fish decreased over 60 per cent., and the figures are the lowest recorded, largely due to the want of a market for the fish, usually imported from Japan. Rice bran, dried and salt fish, ground-nuts, sawwood, white sugar, timber, and leaf tobacco show substantial decreases. It is stated that one of the principal causes of the

decrease in ground-nuts (imported chiefly from Java and neighbouring islands) from 171,750 to 70,483 piculs (the lowest figures since 1902) is the erection of two machine oil presses at Rangoon, whence ground-nut oil is exported to China. Coal recovered to the standard of previous years. Rattans have increased over 100 per cent., showing the highest figures since 1902. Passing over the section dealing with native goods and the passenger traffic, the report leads us to the Commissioner's figures relative to opium. Under the latter caption it is recorded that "953 piculs of foreign opium passed our stations during 1908, being a decrease of 87 piculs below the figures of the previous year. Malwa and Benares advanced 4 and 17 piculs respectively, while Patna declined 108 piculs. No native drug or boiled opium has been reported at our stations during the year. The result of the year's trading cannot be considered as having been satisfactory. The various restrictions placed on the drug in accordance with the terms and spirit of the opium prohibition Edict and ensuing regulations, heavy fluctuations in quotations, further accentuated by the decline in silver, together with future uncertainty, have all tended to create a disorganizing effect on the trade. In accordance with the agreement between Great Britain and China to curtail the export of opium from India yearly, the Indian Government reduced sales of Bengal opium in 1908 to 46,800 chests, as against 50,400 chests in 1907. Quotations at the beginning of the year stood at: Patna, \$925; Benares, \$905; at the end of the year: Patna, \$1,095; Benares, \$1,010. The highest prices were realised in May—Patna, \$1,310; Benares, \$1,157.50. The quantity of Malwa opium exported from India in 1908 was fixed at 15,100 chests, and this quantity is to be reduced yearly by 10 per cent. Fluctuations in Malwa have been even heavier than in Bengal, the highest price realised for the former having been \$1,330 in October, when the total quantity allowed to be shipped from India was completed and prices were greatly enhanced. Persian opium is also to share in the 10 per cent. annual reduction, importation being limited for 1908 to 1,000 chests. Purchases are mainly made on Japanese Government account, the sale of the drug in Formosa being a State monopoly. China absorbs a comparatively small proportion of Persian opium: hitherto some 1,200 to 1,400 piculs per annum. Hongkong is the principal market for Bengal, Shanghai for Malwa, and Formosa for the Persian drug. The highest and lowest rates quoted for the various kinds of opium during the year were:—

	Highest.	Lowest.
Malwa.....	1,330	900
Patna.....	1,310	1,035
Benares.....	1,157.50	935
Persian.....	950	830

Mr. Harris' report makes mention also of the closing of the Junk Bay Flour Mills, the Kowloon Railway, the pineapple industry in the New Territories and the visits of Chinese notabilities in Hongkong during the year. The doings of a lead mining company in our vicinity do not appear to be generally known; the facts recorded in the report furnish interesting information. Mr. Harris says:—"The main load of the lead mine known as Pakshihong, worked by the Fuk Hing Mining Company, Limited, has lately been found. The lode measures 1 foot 2 inches in width and the minerals found are stated to be of better quality than in the branch lodes. The shaft is about 50 Chinese feet in depth. The engineer has reported that there is a prospect of the turnout being 70 per cent. lead, with 50 to 60 ounces of silver per ton, at an estimated value of \$200. Samples are to be sent to the Hongkong Government Analyst in the early part of the year for assay. At present the work continues to be carried on by some 100 coolies with picks and shovels, but a far greater number will be required when the main lode is seriously worked. Pumping machinery is in active use, and it is stated that profitable working is anticipated.

MACAO'S DECLINING TRADE.

(28th October.)

The keynote of Mr. R. F. C. Hedgeland's (assistant-in-charge, temporarily, of the Lappa Customs Station) report for last year is the steady declining position of Macao as an entrepot of trade—a fact which intrudes itself upon the most casual student of events in the Far East and which appears to be of slow recognition by the Ministry for the Colonies in Lisbon. Mr. Hedgeland introduces his annual report with a succinct narrative of events concerning the decadent Portuguese port. He is appreciative of the endeavours exerted by the retired Governor, H.E. Senhor Alves Rodadas, who in his comprehensive programme of reform which it was his purpose to carry out in Macao, recognised the necessity of enlisting Chinese sympathy and co-operation. For the figures relating to the trade of Macao in 1908 and the acting Commissioner's perceptive observations on the factors contributing to the decline of Macao, we present Mr. Hedgeland's own statistics and comments. He writes:—"The net value of the trade passing the stations for the year 1908 reached a total of Hk. Tls. 18,167,073, an advance of Hk. Tls. 1,058,288 over that for 1907 and of Hk. Tls. 2,783,195 over the total for 1906. To a very great extent this increase over the total of the previous year, in which imports share to the extent of Hk. Tls. 9,815,345, is due to a higher valuation for various descriptions of goods (opium, for instance, has risen 50 per cent. in value) and an increase in the importation of rice, the varying but always considerable importations of which show a generally deficient home supply depending in intensity on the uncertain results of local crops. Assuming it to be incorrect to accept the figures denoting the total value of imports and exports on a return in

dication of the condition of trade, since they include amounts attributable to the importation of cereals, which varies from year to year without regard to general progress, it is worthy of note that if the importation of rice be excluded from the net value of trade for 1907 and 1908, the increase of Hk. Tls. 1,058,288 is changed to a decrease of Hk. Tls. 275,725. It would be dangerous to dogmatise in anything connected with the trade passing the Lappa stations, which is always bound to be affected by various causes producing abnormal variation, such as bad crops and the general perturbation caused by the unsettled climatic and financial conditions of the neighbouring districts on the mainland; but so far as the present outlook is concerned there are no signs that the course of trade in this district will show any extraordinary development.

Among the causes operating against any development of trade may be mentioned the substitution of the steamer for the slow and old-fashioned junk, whereby a considerable amount of cargo from the Luchow prefecture, which formerly reported at the Lappa stations, now reaches Macao from Kwangchowwan direct, and the gradual removal of trade from Macao.

DECLINE IN THE TRADE OF MACAO.

which has been very marked of recent years, is an unfortunate fact, and the reasons relating to this question merit special consideration. The tendency towards extinction of the tea trade; the drawing by several important firms of supplies from Canton instead of Macao; the absence of a good harbour, due to the siting up of the approaches to the port, are all factors which contribute to the declining state of the prosperity of the colony, and unless present conditions are altered it is difficult to see how trade can improve. Conflicting reports have been circulated as to the intention of the Government in respect to this important matter; but my information, from a source which should be reliable, gives me reason to think that the assumption of office as Governor by His Excellency Colonel Rodadas, who in a successful campaign in Africa showed himself possessed of great power of personal initiative, will bring about the improvement in the fortunes of the colony which is being coveted upon. A commission, consisting of high Government officials, native gentry, and leading merchants, was appointed during the year to consider the causes of the decline which has taken place in Macao's trade and to propose remedial measures. There still remains uncertainty as to the exact nature of the decisions arrived at, but it is generally understood that the improvement of the harbour by means of jetties, dredging, and other engineering works is to be urged as a matter of supreme importance. The advantages of the

GEOGRAPHICAL POSITION OF MACAO.

will never be fully realised until the long-existing impediment to direct communication with the sea for deeply laden vessels has been entirely swept away. The nature of the work and the obstacles to the commerce are very great, and a growth of trade will not be obtained without severe struggles with existing circumstances and hard work on the part of those interested. That trade in this district would be largely affected by an increase in the prosperity of Macao, is self-evident; to declare otherwise would be to betray a want of knowledge of the relationship that exists between the colony and the Lappa stations. Frequent and urgent injunctions from the Viceroy to exercise increased vigilance for the prevention of the

IMPORTATION OF ARMS AND AMMUNITION.

into China have been received during the year, and exceptional measures have been adopted with the desired object in view. An event of importance was the assumption by this office during the year of control over the numerous junks which ply in and around Chinese waters. These junks, about 500 in number, are licensed and licensed at the Harbour Master's office at Macao, and registration is now insisted upon by this office as well, the register being at the same time a license stating the number of old-fashioned arms allowed for self-protection but forbidding the carriage of arms of precision. At the request of the Salt Commissioner the policy hitherto adopted by this office of non-interference with salt has been abandoned, and during the year 573 piculs of unrefined salt were seized and forwarded to the Shekhi Salt Bureau. Work on

THE SUNNING-YUNGKONG RAILWAY.

the construction of which is due to the enterprise of the native merchants of the Sunning district, among whom are to be numbered many returned emigrants from America and Australia, has proceeded apace. It was originally decided to construct the railway from Sunching to Samkap, a distance of about 40 miles, but owing to various objections raised by the inhabitants of the former village, this scheme was changed, and Kungyifow was decided upon as the northern terminus. Of the 21 sections into which the line is divided, 19 have already been opened to traffic; the section from Kungyifow to Sunning, a distance of over 16 miles, in January; that from Sunning to Ssekong, in July; that from Ssekong to Kungyifow, in August; and that from Kungyifow to Chinglung in September. Of the two sections still to be opened, the one to Towshan is almost ready, two or three bridges alone remaining to be completed. Work on the other section, from Towshan to Samkap, the southern terminus, is delayed pending a settlement by the provincial authorities of the question of purchase of land in the neighbourhood, as owing to the rumour that Samkap is to be opened to trade, landowners in this district are demanding high prices before consenting to part with their holdings. Between Kungyifow and Towshan there are at present six trains running daily. The traffic receipts during the year amounted to over \$128,000, and an increase in collection is confidently expected to follow on the opening of the section from Towshan to Samkap. Damage

(Signed), W. H. WALLACE
Chairman.
By order,
C. BERKELEY MITCHELL,
Secretary.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber yesterday afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., (Commanding the Forces), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. F. A. Hasland (Attorney-General), Hon. Mr. O. McE. Messer (Colonial Treasurer), Hon. Mr. F. N. E. Jones (Director of Public Works), Hon. Mr. E. J. Baderley (Captain Superintendent of Police), Hon. Mr. A. W. Brown (Registrar General), Hon. Dr. Ho Kai, M.D., C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. W. L. Y. C.M.G., Hon. Mr. E. Osborn, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. O. Clementi (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 47 to 50. It was agreed that they be referred to the Finance Committee.

NEW MEMBER.

Mr. Hasland took the statutory oath of office and his seat at the Council.

LIQUOR LICENCES.

The Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908, was not proceeded with.

AFTER THE GALE.

His Excellency the Governor, in referring to Financial Minute No. 50, said: "It may interest the members of the Council to know what has been done. On the 22nd the *Cathina* brought in news and signalled also at Gap Rock to the effect that there was a large number of distressed junks to the south-west and the west of Gap Rock. We immediately sent out the *David Gillies*, which was hired from the Dock Company. She left at 2 a.m. the same night in order to arrive on the scene at daylight the following morning. She brought in 22 men and 1000 lbs. of rice and brought in 1000 lbs. of rice. At the same time I applied to the Commodore asking him to give assistance. He sent out two destroyers and brought in two junks and gave rice and water to the various crews. Next day two destroyers went out and brought in three more junks and gave rice and water. On the Monday further reports reached us from Gap Rock that there was a number of distressed junks floating about. I again communicated with the Commodore and on Monday night he sent out two destroyers and the *Cathina*. They have not yet returned. They took 300 lbs. of rice each and the *Stanley*, which was passing on that day to make her usual fortnightly trip to Gap Rock, also took 300 lbs. of rice. The hire of the *David Gillies* cost \$500 and 2,700 lbs. of rice cost \$113 and the Financial Minute now before the Council is for that amount. I may also say that the *Telegraph* brought in eleven men and the *Mahidi* six junks, which is a most creditable performance (Applause). The *Helena* also brought in sixteen men and I have just heard that the *Cathina* towed a junk into safety (Applause). Other vessels have brought in other junks. The total is 82 men saved and 11 junks (Applause)."

MR. CARTER'S RETIREMENT.

Hon. Mr. E. A. Hewett asked the following questions of which he had given notice:—
1.—As it is understood that Mr. A. Carter, Sanitary Surveyor, has been retired from the Government service, will the Honourable the Colonial Secretary inform the Council when this official first received notice as to his being pensioned?
2.—Is it not a fact that Mr. Carter was at home on leave for nearly a twelvemonth in the full belief that he was to return to this Colony and that within five weeks of the date of the expiry of his leave (as shown in the Civil Service List) and when he was on the point of leaving England to take up his appointment here he was for the first time informed by the Colonial Office that his services were no longer required?
3.—Will the Government, taking into consideration the fact of Mr. Carter's good service, and that owing to his age he is now no longer eligible for obtaining fresh employment in a Government or municipal office, recommend to the Secretary of State that under the exceptional circumstances of the case Mr. Carter be granted a special pension of say £150 p.a. or as an alternative an offer of re-employment based on similar conditions to those of his former post?
4.—In the event of the Government being unable to agree to this will His Excellency consent to refer the question as now raised to the Secretary of State?

The Colonial Secretary replied:—
1. Mr. Carter first received notice of the intention to place him on a pension in a letter from the Colonial Office dated the 28th of July.
2. It is a fact that Mr. Carter went home on a year's leave on 1st September, 1908. He applied for three months' extension of that leave prior to the intimation above referred to conveyed to him on 24th July and he has been granted an extension of his leave of two months.
3. Mr. H. W. Just of the Colonial Office in a letter to Mr. Carter dated the 14th of last September wrote: "With regard to your request for a special pension I am to observe that you have been granted the addition allowed under the regulations for abolition of office and that it is not possible to consider the grant of a special pension."
4. The point has already been placed before the Secretary of State. The Government has already considered the possibility of employing Mr. Carter in some capacity and should a suitable vacancy arise his claim to re-employment will not be overlooked. (Applause.)

PRAYA RECLAMATION SITE.

Hon. Mr. M. Stewart, pursuant to notice, asked: To what extent, for public purposes, and for how long has the plot of Government ground between the New Law Courts and the Grays been let?
The Director of Public Works said:—This ground with the exception of the strip immediately in front of the Hongkong Club temporarily occupied by Mr. Chan A Tong for work in connection with his contract for the New Law Courts has been let since 1st December, 1906, to Messrs. Sang Lee & Co. for their work in connection with the contract for the Post Office. The ground is to be cleared in three months' notice in writing from the Director of Public Works.
Mr. Stewart:—Will the Government undertake to have the plot in question cleared and made presentable as soon as it is no longer necessary to the work on the Law Courts and the Post Office so that it will not remain in its present untidy state?
His Excellency the Governor:—I think it would be desirable if you gave notice of that question. The present intention is to clear the plot as soon as it may be, but I should like to have notice of the question.

SUBSIDIARY COMING.

Mr. Stewart gave notice that he would, at the next meeting of the Council, move: That in the opinion of this Council the issue of a new subsidiary coinage at par would be not successful unless the use of all other subsidiary coins were prohibited within the Colony, and that, in the circumstances, it is undesirable to deal with the

matter except as far as a comprehensive scheme of local currency revision.

APPROPRIATION BILL.

The Colonial Secretary laid on the table the report of the Finance Committee on the Bill entitled An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three dollars to the Public Service of the year 1910.

The Bill was reported by the Finance Committee without amendment.

On the motion of the Colonial Secretary, seconded by the Colonial Treasurer, the Bill was read a third time and passed.

COLONIAL CEMETERY.

The Attorney General moved that Council go into Committee on the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

The Colonial Secretary seconded.

Agreed.

After consideration in Committee, Council resumed and the Bill, being reported without amendments, was read a third time and passed.

TYPHOON REFUGEE.

On the motion of the Attorney General, seconded by the Colonial Secretary, the third reading of the Bill entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Tseikotai, Mongkoktau, and Naumai, Kowloon, in this Colony, was postponed.

TRADE MARKS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Law relating to Trade Marks.

The Colonial Secretary seconded.

Agreed.

Council then went into Committee on the Bill, it being left at that stage.

STEAM BOILERS.

The reading of the Bill entitled An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

Agreed.

The Council went into Committee on the Bill.

The Bill passed Committee, without amendment, and was read a third time.

WIDOWS' AND ORPHANS' PENSIONS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the *Widows' and Orphans' Pension Ordinance, 1908*.

The Colonial Secretary seconded.

Agreed.

The Council went into Committee on the Bill.

The Bill passed Committee, without amendment, and was read a third time.

WOMEN AND GIRLS' PROTECTION.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

The Colonial Secretary seconded.

Agreed.

The Bill went through Committee, was read a third time and passed.

RECREATION GROUNDS.

The Attorney General moved, and the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

Agreed.

The Bill went through Committee, was read a third time and passed.

PUBLIC PLACES REGULATION.

The second reading of the Bill entitled An Ordinance to amend the Public Places Regulation Ordinance, 1870, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

Agreed.

The Bill went through Committee, was read a third time and passed.

CHINESE EXTRADITION.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Chinese Extradition Ordinance, 1889.

The Colonial Secretary seconded.

Agreed.

The Bill was read a third time and passed.

POSTOFFICE.

The following Bills were not proceeded with:—
1. Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1901.
2. Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

ADJOURNMENT.

The Council adjourned till this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:

KOWLOON WATERWORKS.

A sum of one thousand six hundred dollars in aid of the vote, Public Works, Recurrent, Water Works, Maintenance of Kowloon.

LAND REGISTRY OFFICE.

A sum of ninety dollars in aid of the vote, Judicial and Legal Departments, Land Registry Office, Other Charges, Incidental Expenses.

COAL.

A sum of five hundred dollars in aid of the vote, Miscellaneous Services, Coal.

CHARITABLE SERVICES.

A sum of six hundred and fourteen dollars in aid of the vote, Charitable Services, Passages and Relief of Destitutes.

This was all the business.

A WILL DISPOSE.

MOTION BEFORE THE CHIEF JUSTICE.

Before the Hon. Mr. W. Rees-Davies, K.C., (Acting Chief Justice) at the Supreme Court, yesterday morning, Mr. H. G. Calhoun, instructed by Mr. W. B. Hinds (of Messrs. Britton and Hett) moved, on behalf of Ho Kai Shan, the executor of the will of Ip Chuk Kai, for an order that the letters of administration of the estate of the deceased Ip Chuk Kai, left undistributed and with the will attached, granted by the Court on the 26th April, 1900, to Ip Kwai, be revoked and declared null and void.

Counsel stated that the citation was served and the letters of administration were brought by the solicitors, on whom the notice of motion was served in the ordinary way. The solicitors had communicated with Ip Kwai, concerning the proceedings but the latter would not appear.

His Lordship:—If you will satisfy me with a further affidavit as to the position of this man, then I will consider your motion according to its merits.

Counsel concurred and further argument was adjourned for a fortnight.

M. P.'S CRITICISMS OF SIR FREDERICK LUGARD.

"HONGKONG TELEGRAPH'S" PROTEST ENDORSED BY LONDON JOURNAL.

The following is from the *London & China Express* of 1st Oct.:

We note that one of our Hongkong contemporaries makes a forcible protest against the action of an obscure member of the House of Commons, in seeking to misrepresent the attitude adopted by His Excellency Sir Frederick Lugard with respect to the anti-opium measures in the Legislative Council. The member in question, a Mr. Bennett, dares to declare that "in Hongkong there had been some measure of progress, although it had met with the utmost opposition from the Imperial servants of this country." And yet it is a fact that a good many people in the Colony have accused Sir Frederick of rushing these anti-opium measures through the Legislative Council. They have alleged that he has ignored the interests of the Colony in his anxiety to carry out the wishes of the Imperial Government. We may endorse the protest of the *Hongkong Telegraph*, which truly describes his Excellency as being between the devil and the deep sea.

THE NAVY LEAGUE ANNUAL.

THIRD YEAR OF ISSUE 1900-1901.

The Navy League Annual was to make its appearance on Trafalgar Day, October 21, as hitherto. This year the publication of this work, which has now become a national institution, has been undertaken by the famous house of John Murray, Albemarle Street.

The control and editorship remain in the able hands of Mr. Alan H. Burgoyne, the founder of the Annual, and he has this year secured the co-operation of some of the most eminent writers of the day.

Part II, which contains a series of articles upon current topics, will prove the feature of greatest interest.

These articles are as follows:—
"The Navy and the Empire." By Lord Elcho.

"The Naval Policy of Germany and her Relations with England." By Graf Ernst von Reventlow.

"The French Need for Capital Ships." By Maurice Loin, Secrétaire Général of the Ligue Maritime Française.

"Notes on the Trend of British Battleship Design." By "Naval Constructor."

"The Mastery of the Pacific." By Satori Kato.

"The Personnel of the German Navy." By Hector G. Bywater (Berlin).

"The Popularisation of the Navy." By Alec Mitchell.

"The Evolution of Submarine Vessels." By Maxime Lubeuf, late Chief Constructor to the French Navy.

"Neglected Warship Types." By "Blue Peter."

Mr. Alan Burgoyne, besides contributing an exhaustive analysis of international naval strength, writes seven chapters on the progress of the British and foreign navies during the last twelve months.

Mr. Oscar Parkes has charge of the illustrations, and amongst the vessels he will portray are the battleships *Vanguard* (British), *Huen* (Japanese), *Michigan* (U.S.A.), *Poten* (German), *Hermann* (Dutch), *Peresvann* (Russian), the protected cruiser *Blücher* (German), the scout *Hadouka* (British), and *Vado* (Japanese); and the latest British submarine Dr. In addition to the above, there will be views of several projected battleships and of the latest French and Italian submarines.

Mr. Parkes will also contribute elevation plans of the battleships *Vanguard*, *Poten*, and *Minas Gerais*; the armoured cruiser *Kurama* (Japanese), *Waldeck Rousseau* (French) *Blücher* (German) and *San Giorgio* (Italian); the scout *British* (British) and *Tone* (Japanese).

Part III will contain voluminous descriptive lists of every fighting ship in the world; a table of all vessels of the *Dreadnought* type built, building, or projected; a list of the chief naval guns, with full ballistics and detailed descriptions; a table showing the evolution of the British battleship from the floating battery of 1845 to the *Hercules* of 1911; and finally, a complete table of every dock, floating or stone dry dock, throughout the world, having a length of 500 ft., a beam of 82 ft. at entrance, and a depth over all of 26 ft. Mr. Alan Burgoyne has devoted an immense amount of time and labour to this year's work, which it can confidently be stated will be a vast improvement over all previous issues. The book, which should be ordered at once, can be obtained at any bookbinder. The price remains as before—cloth bound, 2s. 6d. net; library edition do. 3s. 6d. net. We strongly urge everyone to order the library edition, which is beautifully bound and would form a handsome and acceptable present to anyone for any occasion.

SALES IN CHINA.

In answer to a communication, Vice-Consul General Stuart J. Fuller, of Hongkong, reports as follows concerning the trade openings for sales in China:—If manufacturers make a small sale that can be sold at a low price, it would be possible to build up in South China a considerable business. The purchasing power of the Chinese is very low. There might be an opening for articles of this kind to sell to Chinese pawnshops. These flourishing institutions in China, usually occupying the best buildings in a Chinese town, and taking elaborate precautions to safeguard the property entrusted to them. A business in sales would require cultivation and energetic handling, preferably by a house with connections throughout China. Hongkong is the port of shipment and consignment for about 40 per cent. of the foreign trade of China, and is the distributing centre for South China. The export and import houses maintaining offices here do business in all the Treaty Ports from Peking to Foochow, and most of them have their own offices or connections in these ports. There are no duties in the port of Hongkong. Sales shipped into China pay a duty of 5 per cent. *ad valorem*. The sales used here up to the present time have been largely of the kinds that lock with a key. The objections to combination locks, as stated by firms handling sales, are deterioration due to the excessive dampness of the climate and the difficulty of having such locks repaired.

A QUESTION OF COSTS.

DISCUSSION IN THE SUMMARY COURT.

In the course of a summary action at the Supreme Court yesterday afternoon, Mr. Otto Kong Seng, for the plaintiff, asked for the costs of the day owing to innumerable postponements.

Mr. Reader Harris (for defendant):—Ten dollars will do, my Lord? I understand it is the usual practice in this Court to fix the costs of the day at \$10. I have it on the authority of my friend Mr. Goldring, who had a similar case some time ago.

Mr. Kong Seng:—No, my Lord. I will tax the costs.

His Lordship over-ruled Mr. Harris' suggestion.

THE WHISMANN PROSECUTION.

DECISION RESERVED.

The case was resumed before Mr. J. R. Wood in the Police Court yesterday morning in which the Café Welmann is being prosecuted for an alleged contravention of the Liquors Ordinance dealing with adjacent licences. Detective Sergeant O'Sullivan prosecuted and Mr. Eldon Potter, instructed by Mr. Crowther Smith (of Messrs. Wilmann and Smith), appeared for Messrs. Wilmann, Limited.

His Worship briefly dealt with the points raised by Counsel.

A "boy" in the employ of the Café Welmann stated that he had served as a waiter with the defendants for about a year. He had always been instructed not to serve drinks to customers without meals. Notices to the effect were hung up at the bar, pantry and near the entrance facing the road. On the 1st instant, two Europeans came and asked for Pilsener beer. Witness asked them if they would have cakes or sandwiches and they replied "Yes, sandwiches." Witness brought a plate of sandwiches and two beers on a tray. After quarter of an hour, another customer came and sat at a table near by. He asked, for nothing except Kupper beer and when asked if he would have sandwiches served with the beer, he insisted upon having beer only. Witness did not serve him. The two previous customers conversed with the latter and called for three beers. Witness consulted the "talpa," who instructed him not to serve third beer, but only two. On being questioned by Counsel, witness declared he was certain that the "talpa" had given him instructions not to supply drinks to customers without meals, which he always observed.

His Worship (to witness):—They say that you brought the sandwiches without their having called for any?—They say so. I don't.

Then when they say they did not call for sandwiches, they are telling an untruth?—Yes.

They say you did not bring the sandwiches and beer on the same tray?—I did.

When are your instructions—not to supply beer unless food is eaten or is asked for?—I ask the customer what he wants and if he says alcoholic liquor, I supply him with sandwiches.

Mr. Potter having addressed the Court, his Worship reserved his decision.

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Mr. Potter having addressed the Court, his Worship reserved his decision.

PRINCE ITO IN MANCHURIA.

PROSPECTIVE RESULTS OF THE TOUR.

In view of the tragedy at Harbin on Tuesday, which culminated in the assassination of Prince Ito by a Korean fanatic, the following from the *Shanghai Times* will be read with melancholy interest:—The present trip which Prince Ito is making in Manchuria is one of the most significant events in Far Eastern affairs. Notwithstanding official statements issued as to the private character of the trip, the Japanese newspapers, according to one of our late telegrams, are already discussing the results of the trip as to the economic relations between China, Russia and Korea in Manchuria. Japan has frequently expressed abhorrence to the policy of the "open door" in China, but we are afraid that the interpretation of this phrase means with her, with other nations, an open door to exploit China. In other words, China must not close her doors to any nation, but must allow each one in its turn to gain what it can. Manchuria is one of the richest portions of the Chinese Empire, and an open door into its resources means the entry upon an avenue leading to great wealth. It is largely an undeveloped country, and in this respect differs from any other part of China. It will be much easier to mould this growing country into a shape agreeable to outside influences than would be possible in the older and more thickly settled parts of the Empire.

Prince Ito's experience in the rapid changes which have come over his own country during the last two generations, and his recent experience in the denationalization of Korea, give him exceptional qualifications for the formation of an expert opinion as to the present conditions and future probabilities in Manchuria. It can be taken for granted that these opinions will be used by a patriotic statesman like Prince Ito for the furthering in Manchuria of the interests of his own nation.

While Japan is thus using her best instrument for moulding the situation in Manchuria, we regret to say that China is allowing affairs to drift along and take their own course. There is no part of the Empire at the present time where statesmanship is so imperatively demanded as in Manchuria. It would be well if China could make a similar move to that of Japan, by sending such a man as Yuan Shih-kai, or Chao Er-hsun, to travel throughout Manchuria and submit a report. The present Governor of Kiro Province, H. E. Chen Shao-chang, made an able report some time ago. This was largely devoted to the consideration of the Chen-tao incident. Governor Chen is a man thoroughly familiar with Manchurian affairs, and would make an able assistant to a High Commissioner, if such an officer were sent to Manchuria.

CHINESE PORK.

Public opinion has concerned itself lately with the introduction of the carcasses of pigs from China for consumption in Britain. The public are assured that the pigs in question are fed differently to the ordinary pigs in China, and are, in fact, specially bred, fed, and selected for the British trade. We are told, in fact, that these pigs are fed on rice, and are therefore cleaner nurtured animals. How a Chinese man can afford to feed his pigs on rice and compete in the British or any other market with pigs from other countries is a question which our power to understand, and we say at once say, we refuse to believe. We would as soon believe a man in this country would state that he fed his pigs on bread, for rice is to the Chinese what bread is to Europeans. Rice is, moreover, not so plentiful in China as those unacquainted with the country would seem to believe. China cannot grow enough rice to satisfy the demands of the people, for rice has to be largely imported from Indo-China, Siam, and other rice-producing countries. That the farmers in China can afford rice as the staple food for pigs is unfathomable. Were such a diet commercially possible, moreover, the value of rice-fed pork as a food is questionable.

It is well known that no European in China will knowingly eat locally produced pork. To those who know how the pigs in China sustain life, for they get nothing more than bare sustenance, it is not to be wondered the pork is looked at askance. Pigs are naturally supposed to be dirty feeders, but surely the Chinese pig is the dirtiest of all. However, Chinese things are said to be changeable. China, and the pig appears to be one of them. Can the Chinaman change his ways or the pig his Chow? May well be asked by those who know China. In the advertisement connected with this new commercial enterprise the pig will no doubt be said to have done so, but the Chinaman can no more afford to give rice to his pigs than we can afford to throw pearls before swine. (Journal of Tropical Medicine and Hygiene.)

ELECTRIC TRAM DERAILED.

CAR DELAYED FOR HALF AN HOUR.

As a result of the heavy rains, which have fallen during the past week, an electric tram coming from the direction of East Point was yesterday morning derailed near the New Law Courts, as a consequence of which the car was delayed for about half an hour. It appears that the flooded nature of the tram-line was responsible for the accident. The car-driver was too late in using the emergency brake, as a result of which the car derailed from the track causing considerable damage to the lines. Fortunately, no casualties occurred and the car proceeded on its journey without further mishap.

FOOTBALL LEAGUE.

FIRST DIVISION.

Only two matches were played in this division on Saturday—one at Happy Valley and the other at Kowloon. The one, which was to have taken place on the Navy ground, did not come off owing to some misunderstanding, as the Naval team turned up at 2.30 p.m. and the R.G.A. and referee went to the field at 4.30 which was the appointed time for the match. We understand this match will be played off at a later date.

HONGKONG FOOTBALL CLUB vs. BUFFS.

The teams were as follows:—
Club:—J. Clark; F. G. Carroll and J. McCobb; H. W. Kilby, R. C. Barlow and A. Gregory; A. Aitchison, W. Weston, A. Whitmarsh, E. A. May and J. D. Danby.

Refs:—Black, Ruler and Bartlett; Dore, Wren and Tanspitt; Fitzpatrick, Drew, Taylor, Brewster and Barker.

This match was witnessed by a large gathering of spectators, and when the whistle sounded for play rain began to pour. As the civilians are not used to play on a wet day they were defeated badly. Three goals were scored in the first half, one was a mis-kick by McCobb, and the other two by Taylor who placed the ball beautifully into the net. In the second half the Club tried to score but nothing resulted, and once the ball was secured by Taylor it meant a goal, and this was done three times, when the score was

Macao's Delimitation.

ANTI-PORTUGUESE MOVEMENT
IN CANTON.

SELF-GOVERNMENT SOCIETY'S AGITATION.

[From Our Own Correspondent.]

Canton, 23rd October.

The following is a free translation of a circular which has been issued by the Canton Self-Government Society for the purpose of convening a public meeting in connection with the Macao Delimitation question.

The land comprised within the settlement of Macao was originally only leased by China, to the Portuguese for purposes of residence, of which the boundary limits can be easily traced. The collection of the annual rental in former years by the Chinese Government furnished ample proof that the settlement of Macao is Chinese territory. Though the collection of the rental has been waived by China, it should, nevertheless, be well understood that we, Chinese, are the landlords and the Portuguese are tenants. However, the Portuguese did not keep faith with the stipulations as laid down in the lease agreement, and, on the other hand, allege that the settlement of Macao was acquired by them by right of conquest. They thus forgot all the kindnesses China had accorded them. The Portuguese contention should not, of course, be recognised and granted by the civilised world. The Portuguese Delimitation Commissioner, H. E. Ko Yu Him, asking him to stop the Chinese from reclaiming the lowland at Chishan. The Portuguese, furthermore, desired to extend their encroachment on land to the north on the opposite side of the river. Stirring reports have been received on several occasions from the people of the Heungshan district, stating how unfavourable the Portuguese have been in their claims and how weak the Chinese Delimitation Commissioner, H. E. Ko, has been in failing to effectually oppose the Portuguese demands tending to the loss of Chinese territorial rights. The villagers of Heungshan are now taking steps to combine with a view to organise a volunteer militia as a precautionary measure against any emergency. So long as it is the Self-Government Society's opinion to maintain peace, no matter how excited the Portuguese may be in dealing with us, we must not fail to take the necessary steps to deal with them in a "civilised manner."

[The expression is a euphemistic one employed to suggest the institution of an anti-Portuguese boycott.—Ed., H.K.T.]

A perusal of the letters received by this Society leads to the fear that, in case H. E. Ko fails to effectually protest against the Portuguese, the results will be disastrous. If such an event should, unfortunately, happen, we do not know what H. E. Ko will do in regard to complying with the instructions of the Imperial Government. While the negotiations on the Macao delimitation question are proceeding, the moment is opportune for meetings to be held to discuss the matter, and we should lose no time in sending members of this Society to the Heungshan district to deliver lectures for the purpose of arousing the villagers to overcome any disturbance, and we should also at the same time address a joint telegram to the Imperial Government asking it to appoint another special High Commissioner to conduct negotiations with the Portuguese in order to arrive at a solution of this question.

On the same day and at the same meeting it was proposed that the letters received denouncing H. E. Liang Tan-yen, president of the Waiwup, for his failure to uphold China's interests in the recent Manchurian convention will be read before the information of the people. The meeting is to take place on the 24th instant, when the people of every class are invited to attend.

INDIGNATION MEETING AT CANTON.

COMMISSIONER KO'S SUPERSESSION URGED.

25th October.

In my letter of the 23rd inst. I forwarded you a translation of the circular which had been issued by the Canton Self-Government Society convening an indignation meeting for the 24th inst. The meeting was held yesterday (Sunday) at the office of the Canton Self-Government Society at the Wah Lun monastery. The meeting was called for 9 p.m. Before the clock struck one all the seats in the meeting hall were occupied, and that many people who came after that hour had to stand and many others could not even secure admission into the hall, there being not so much as standing room available. Those present at the meeting could not be numbered less than thousands. Chan Chung Kwei and Chan Wai Po were elected chairman and vice-chairman, respectively, and Lo Shih Ngao acted as secretary. Speeches were delivered by several members of the Society on the question of the Macao delimitation, and the recent convention concluded between China and Japan, concerning Manchuria. The speeches were punctuated with inflammatory observations directed against the Portuguese and the Japanese. All the addresses were loudly followed by cheering and applause. Considerable interest in the proceedings and whose emotion was aroused by the remarks of the speakers.

All the letters and telegrams received by the Society were read at the meeting to the assembly. The people were also informed of the manner in which the people of the Heungshan district are contemplating the recruiting of a volunteer militia against the Portuguese. The representative of the Heungshan district, Yeung Siu Cho, then produced a map and pointed out to the meeting the land which is alleged to have been encroached upon by the Portuguese, and also other places that the Portuguese are said to claim at Chishan.

After considerable discussion as to the alleged unsatisfactory manner in which the Chinese Delimitation Commissioner, H. E. Ko Yu Him, is, in the opinion of the meeting, conducting the negotiations by not exhibiting sufficient determination in opposing the Portuguese claims, then leading to the loss of Chinese territorial rights, the meeting resolved to mark its sense of disapprobation of the Commissioner's action.

As regards the agitation that has been aroused among the people of Heungshan, who propose to organise a volunteer militia against the Portuguese, it is feared that the result of the proposed action might lead to serious consequences. It was agreed, therefore, to select a number of members of the Society to proceed forthwith to Heungshan to deliver lectures warning the villagers against carrying any disturbance. For this purpose, Chan Wai Po, Tam Shiu Po, Kung Tze Tin and Li Shih Kung were selected by the meeting to give effect to the motion adopted by the meeting.

It was also resolved that telegrams should be forwarded to the Chinese reading in foreign countries to invoke their co-operation, and that a joint telegram should also be addressed to the Imperial Government asking it to appoint another special High Commissioner to conduct

negotiations with the Portuguese on the Macao delimitation question in supersession of H. E. Ko Yu Him.

Ng San Ning suggested that they should also take the opportunity of laying the matter before the newly-formed Canton Provincial Assembly for discussion and in ask the Assembly for its views as to the best course to adopt to arrive at a solution of the case.

After the above resolutions were unanimously passed the letters and telegrams received by the Society concerning the Three Eastern Provinces were also read for the information of the people. Most of these communications were couched in inflammatory language inciting the people to maintain the boycott movement.

TELEGRAM TO THE WAIWUP.

Canton, 26th October.

Reference was made in my letter of yesterday that, at the indignation meeting of the Canton Self-Government Society held on Sunday last, among other resolutions adopted was one to the effect that a telegram should be forwarded to the Ministry of Foreign Affairs in Peking urging the supersession of H. E. Ko Yu Him, Chinese Macao Delimitation Commissioner. The despatch has since been formulated and transmitted to the Waiwup, of which I now append a translation.

"The members of the Waiwup, Peking. The collection of rental from the Portuguese for the settlement of Macao having been discontinued, we, Chinese, are, however, still owners of the land. As the Portuguese have on many occasions violated the treaty, we, of course, had, a protest against them. They are now acting unreasonably with the intention of extending their power over the territorial waters beyond the boundary limit as well as of encroaching upon Chinese territory on land. The Chinese Delimitation Commissioner, H. E. Ko Yu Him, failed to exercise extra care in the conduct of his mission, so the Portuguese became more exasperated in their claims. At present the people in the whole of the Kwangtung province are greatly excited and it is anticipated that serious disturbance might result. We now beg you earnestly to memorialise the Throne requesting it to appoint another Special High Commissioner (in supersession of H. E. Ko) to conduct the present negotiation on the Macao Delimitation question and at the same time to strongly oppose the Portuguese claims."

"(Sd.) CHAN KEE KIM and others of the Canton Self-Government Society."

PRINCE ITO.

ARRIVAL AT PORT ARTHUR.

Prince Ito arrived at Port Arthur at 11 a.m. on the 26th instant. A large crowd of officials, Japanese and Chinese, and school children assembled at the station to welcome His Excellency. The Prince took up his quarters at the Yamato Hotel. After luncheon he visited the Civil Administration Office, the Naval Station, the Harbour Office, and the museum of war relics. In the evening he was given a reception by officials and private Japanese residents. His Excellency leaves Port Arthur by the 7:40 a.m. train to-day, the 22nd instant, for Mukden.

On the evening of the 19th instant, a reception was given to Prince Ito at Dairen jointly by Japanese and foreign residents and Chinese. There were present over 300 gentlemen of various nationalities.

In a speech Prince Ito said that he had long desired to visit Manchuria, but had had no time to spare to gratify his wish. Now he had a little leisure and undertook the journey with the Imperial sanction. Having arrived only the previous day, he had nothing to say to the people, but he wished to hear the valuable opinions of those who were present. He would, however, say a few words about his feelings regarding Manchuria. Peace in the Far East was an important matter for Japan, whose duty it was to maintain it. It was therefore of primary importance for the Japanese authorities in Manchuria to promote all undertakings and act in strict observance of the principle of "the open door and equal opportunity" and Japanese residents in Manchuria should respect that principle and always maintain friendly and amicable relations with the Chinese and Russians. The Japanese Government and people warmly desired the success of the progressive policy now pursued by the Chinese Government, and they hoped, if it was impossible to render direct assistance to the Chinese Government in this matter, that they might be allowed to give indirect assistance. He urged the Chinese in Manchuria to strive to maintain their friendship with the Japanese and to promote their mutual interests in the enjoyment of the benefits of civilisation. In his opinion, the interests of Russia in this part of the world did not conflict with those of Japan. By the promotion of their respective interests the development of this district would be enhanced and the benefits of material civilisation would be bestowed on the Chinese. In chief, the peace and development of Manchuria could only be assured by the co-operation of Chinese, Japanese, Russians, and other foreigners who had interests in the territory and the peaceful development so made would contribute not a little towards the preservation of peace in the Far East.—*Japan Chronicle*.

MEETING WITH RUSSIAN OFFICIALS.

ARRANGED.

Tokyo newspapers insist in investing with political significance the trip of Prince Ito to Manchuria, and it is evident that the man in the street is determined to believe that the venerable statesman's journey is directly connected with railway problems, namely, the now much-talked-of Chinchow-Taitshai road and the future of the South-Manchuria and the East-Chinese lines. One thing appears certain, remarks the *Japan Mail*, namely, that there is to be a general meeting of Russian and Japanese high officials in Harbin, and that the meeting will synchronise with Prince Ito's presence there. Thus Japan has arranged for the presence of Mr. Koke, Consul-General at Mukden, and Mr. Kawakami, Consul-General at Harbin, and Russia, on her side, has instructed her representative in Peking to visit Harbin, and wired to the President of the East-Chinese Railway also to repair thither. Of course, Sir Paterne Murray, making these arrangements merely in connection with the coming of the Minister of Finance, but the public naturally declines to believe in so many mere coincidences. For our own part we think that there is ample reason for the Finance Minister's visit to Harbin and Vladivostok without ascribing to it such profound significance as some of our contemporaries are disposed to do. At any rate, we anticipate only a beneficial result. A meeting between Prince Ito and a Russian Minister of State in Harbin must have a good effect on the relations between the two Powers, and at all events there will be no margin into which mystery mongers can read sinister forecasts. It may also help to disabuse Russian local officials of the idea that every Japanese subject travelling in Manchuria is a soldier in disguise.

It has been decided by the Chinese Government to purchase men-of-war from foreign countries.

DESTRUCTION IN SUNNING.

OFFICIAL REPORTS.

[From Our Own Correspondent.]

Canton, 25th October.

Official reports have now reached Canton from several districts on the damage sustained by the recent typhoon. It is learnt that about twenty buildings collapsed in the trade mart of Kung Yick Fan, and about three hundred in the district of Sunning. The number of lives lost and injured in the district, so far as it has been possible to ascertain, is believed to be quite one hundred, but the casualty list is still incomplete. In the district of Tung On, all the plains were inundated, and in some places the water rose to a level of over ten feet. A great number of houses either collapsed or sustained damage. Many bridges were destroyed, especially the big Wing Fung bridge in the district city. All paddy fields were submerged and numerous sufferers are now awaiting relief. In Tang Lung Chow, in the district of Heungshan, the embankments were broken in many places, and many lives lost by the inundation. The sufferers are now left homeless. The fishing fleets suffered most. In the district of Yan Ping most places were badly flooded and some buildings in the low lands were washed away. The newly founded Heungchow city, near Macao, also suffered great damage during the recent typhoon; all the markets of the workmen were blown down and some buildings which were in course of construction collapsed. Following these reports of the disaster, letters have been received from the affected districts by the Canton officials and the Central Relief Committee asking for assistance to relieve the poor sufferers. During the past few days the Relief Committee in Canton has been busily engaged in the work of preparing foodstuffs and provisions to be sent by launch one after another to the flooded districts for the relief of the unfortunate victims.

The steamer *Robert Lebaudy*, on her way to Wuchow, rescued four persons from a sampan in Samshui, which had capsized during the typhoon on the 20th instant.

INTERPORT CRICKET.

THE SHANGHAI TEAM COMPLETED.

The selection committee of the Shanghai Cricket Club met on Saturday evening and made the final selections for the Interport team, which is to visit Hongkong, leaving here by the steamer *Montagu* on November 15 next. The remaining places were filled by the selection of W. E. Wilson, P. Lambie, T. Maie and H. Middleton. Of the four, Middleton and Wilson are new to interport honours, but both and Lambie took part in the game played in Hongkong in 1907. On that occasion Lambie scored 13 and 0 for twice out, but Maie had the unsavoury experience of getting out of a wicket (O. run out and O. not out). With the ball, however, Maie did remarkably well, taking 10 wickets for 110 runs, an average of eleven runs per wicket. Neither of these two men was selected for the match played in Shanghai last year.

The team as now selected constitutes the following:—R. N. Anderson, G. M. Billings, O. G. Humphreys, A. E. Lanning, V. H. Lanning, W. H. Mould, O. D. Rasmussen, L. Walker, W. E. Wilson, P. Lambie, T. Maie, and H. Middleton.

On the whole, the team is a good one, though not thoroughly representative of Shanghai, for Captain E. J. M. Barrett and A. G. H. Orr, two of the best players in the Settlements, are unable to get away. In bowling the team will be strong, having a particularly good quartette in V. H. Lanning, O. D. Rasmussen, W. E. Wilson and T. Maie. All excepting Maie have been bowling very well this season; Maie has bowled well also, but he has not met with any success worthy of mention. The batting is not particularly strong though Mould and Anderson have already indicated that they are both in form. A. E. Lanning will probably do well with the bat, but of the rest of the team one cannot expect a great deal. Hongkong will have a strong eleven and will be in a position to put their best men in the field, consequently the Southern Colony should stand the better chance of winning. However, the best wishes will accompany the Shanghai team, and all residents will hope it will bring back another Hongkong flag.—*Shanghai Times*.

VICTORIA RECREATION CLUB.

FORTHCOMING REGATTA.

The crews for the Chairman's Challenge Cup of the V. R. C. regatta were drawn last Wednesday night at the Club-house. There are altogether six crews which will be captained by the following gentlemen: Messrs. C. A. C. Rodrigues, H. Rapp, J. A. S. Alves, L. A. Mousso, A. E. S. Alves, and L. E. Lammer. The race will probably be rowed off in heats. It was decided that each crew should get their own Cox. All the entries have been entered for rowing in forms W. R. C. Regatta, with the exception of Mr. Rodrigues who is a new hand at it. Still it will be remembered that the first time he stroked a crew was in the Griffin's Race last year at the Hongkong Regatta, when his crew was composed of inexperienced men, yet they put in a grand race and won easily. Mr. Rodrigues' crew for the forthcoming meeting should do well. The lightest of the six crews is that represented by Mr. J. A. S. Alves.

The crews for the Chairman's Challenge Cup are:

1.—C. A. C. Rodrigues	Stroke.
A. V. Barros	3
H. Rapp	2
A. V. Rodrigues	Stroke.
F. L. de Roz	3
J. M. C. Lopes	2
R. Gattusi	Stroke.
J. A. S. Alves	Stroke.
A. M. Carroll	3
J. M. Rora Pereira	2
A. R. Ellis	Stroke.
L. A. Mousso	Stroke.
H. S. Jephson	Stroke.
E. Calvarin	Stroke.
A. E. S. Alves	Stroke.
A. A. Carvalho	3
M. A. R. Souza	Stroke.
L. E. Lammer	Stroke.
A. J. Mackie	3
F. K. Tata	Stroke.
F. Lellao	Stroke.
Reserves—G. Bonji, A. S. Ellis, O. M. S. Alves, P. Eca da Silva, A. Lopes and Tannock.	

ROWING.

Yesterday was the first day of training for the V. R. C. Chairman's Challenge Cup, and soon after 5 o'clock the Club-house was filled with rowers all anxiously waiting to go out for a pull. Many crews went out in the afternoon, but the first training for the pull event. This race will be worth witnessing when the time comes, as all the entrants are going hard at it and should do well.

MINISTERING CHILDREN'S
LEAGUE.

THE FORTHCOMING BAZAAR.

An excellent programme has been drawn up in connection with the bazaar and fancy fête to be held to-morrow afternoon on the Volunteer Parade Ground under the auspices of the local branch of the Ministering Children's League. Some of the variety entertainments are—"Tin Tan Tales" by the Misses Iris and Dione May; a minstrel by Miss Stella Jupp and Miss Angela Ormlist; a song by Miss Ella Rowe; and a dance by Miss Vere David. The above items commence at 4 o'clock, at the conclusion of which a troop from the North will occupy the stage. At 6:15 p.m. a one-act farce entitled "A Pair of Lunatics" will be staged, to be played by Mrs. Worthington and Captain Baird, which should prove a big draw.

It is to be hoped there will be a good attendance in aid of the deserving institution.

LORD KITCHENER'S TOUR.

VISIT TO NEWCHWANG AND PORT ARTHUR.

Port Arthur, October 23rd. Lord Kitchener arrived at Newchwang yesterday at 10.30 a.m., and was received by Japanese officers, the British Military Attaché and Consul, and the leading residents. Lord Kitchener left by a Japanese special train, provided by the Japanese authorities, at 1 p.m. for Port Arthur, feeling, on route, the battlefield of Tashichiao and Toliushu. The Japanese staff officers who are to be attached to Lord Kitchener's suite gave an official reception on the arrival of the train at Port Arthur at 8 p.m.

To-day Lord Kitchener visits the perimeter forts, where many thousands of lives were lost during the attacks on the fortresses.

To-night Lord Kitchener dines with the Governor of Port Arthur, who will hold a reception after dinner.

Lord Kitchener and his party are staying at the Yamato Hotel, a guest of the Japanese Government, and the preparations for their reception and comfort have been most carefully carried out.—*M.G.D. News*.

FESTIVITIES AT PORT ARTHUR.

Taiwan, October 23rd. During their stay at Port Arthur, Lord Kitchener and his party were the guests of the Japanese Government at the Yamato Hotel, where a guard of honour was in attendance. On Saturday, after visiting the forts Lord Kitchener attended a dinner given by the Governor of Port Arthur. The Governor held a reception in honour of his guests after dinner. Mutual toasts of "Our Respective Rulers" were received with Japanese canards, and by Lord Kitchener, after a short speech alluding to his hopes of the continuance of the Anglo-Japanese Alliance.

On Sunday 20th Meire Hill was visited, and here Japanese officials explained the nature of the attacks made on this position. Lord Kitchener was much interested. The party was photographed on the summit of the hill.

Later in the day Lord Kitchener visited the War Museum, where he was shown mines, hand-grenades, and relics of the siege of all kinds.

CANTON DAY BY DAY.

PRATAS ISLAND.

[From Our Own Correspondent.]

Canton, 22nd October.

The long pending question of the Pratas Island having been settled by the payment of a sum of \$150,000 to the Japanese settlers on the land, H. E. Viceroy Yuan Shu Hsu has given instructions to expectant prefect, Teal Hong, and Captain Wong Yan Tong to proceed on board the gunboat *Fo Pih* to the islands in question for the purpose of taking over charge of them as within Chinese territorial waters as set forth in the agreement.

The collection of Likin dues in Canton during the last ten days of the 8th moon as reported to the Viceroy by the Likin officials amounted to 21,277 6/8 c. taels.

RESUMPTION OF DUTIES.

Taotai Chan Mong Tsang, who has been acting as Provincial Judge pending the arrival of Chiu Pan Yih, will resume charge as Taotai for the Development of Native Industries on the 25th instant.

25th October.

TYPHOON DAMAGE.

Further official reports have been received at Canton on the extent of the damage done by the typhoon. In the districts of Po Lo, Ko Yui, Tsang Fa, Ko Ming and Hok Shan. The reports state that a number of lives have been lost in each of the above named districts, and many houses have collapsed as the result of the disastrous floods. Letters have been received from all the flooded districts by the Central Relief Committee appealing for assistance. The Relief Committee accordingly arranged a meeting to take place to-morrow to discuss the best methods for raising funds for the relief of the sufferers by the recent disaster.

A steam launch, the *Wang To*, towing six cargo boats all fully laden with indigo, about five thousand bushels in all, encountered the typhoon on the 20th instant at a place called Hon Lik. Five of the cargo boats foundered and all their cargo was lost; two men were drowned.

CLAM FIGHT.

A serious clam fight has occurred in the Pan Yu district between the clans surnamed Wong and Ng. It is reported that a number of persons have been killed in the melee. The Pan Yu magistrate by order of the Viceroy has proceeded to restore order.

27th October.

MR. FAIRBANKS IN CANTON. Mr. Fairbanks, the ex-vice-president of the United States of America, arrived here the other day, and accompanied by the American Consul-General at Canton, he called on H. E. Viceroy Yuan Shu Hsu, who received the distinguished visitor at 10 o'clock this morning. H. E. Yuan has visited Mr. Fairbanks to luncheon at noon to-morrow and there will be also present the Foreign Consuls at Canton as well as the Mayor, General A. M. L. Chan and the Commander-in-Chief of the Kwangtung Land Forces, Chun Ping Chik. At 2.30 this afternoon, at the invitation of the Canton Young Men's Christian Association, the distinguished American visitor delivered a lecture in the Canton Medical College; there was a large attendance.

STREETS INUNDATED.

In consequence of heavy rains yesterday, many streets in the western suburb of the city were under water for some time in the morning. On account of the excessive rain, a shop, No. 10 Lok On street, in the vicinity of Sau Lan Moon, collapsed at 11.35 yesterday. Two persons were buried under the debris. Assistance was promptly rendered by the people in the neighbouring shops to recover the two unfortunate victims; one of them was already dead and the other in a serious condition when

extricated. There is little hope that the latter will live.

OPIMUM.

From the 1st day of the 9th moon the Canton Prepared Opium Company has increased the price on prepared opium by four candareens per tael.

FLOODS.

Telegrams have been received from the districts of Wei-chow, Tsang Shing, Tsang Kun and Kwei Shih reporting that floods have occurred in these places after the typhoon of the 20th inst. The despatches appeal for assistance to relieve the sufferers by the Shan How Kuk and the Central Relief Committee. From the present outlook of affairs it appears that the districts along the West River suffered most from the floods after the typhoon.

RAILWAY ACCIDENT.

On the 25th instant at Wongsha, two men had their hands and legs badly injured by an incoming train approaching the station. The men are now under medical treatment by the Canton Red Cross Society.

28th October.

MR. FAIRBANKS IN CANTON. At 8 o'clock this morning H. E. Yuan Shu Hsu personally preceded to the Shamshui, to return the official call of the ex-Vice-President of the United States of America, Mr. Fairbanks, at the American Consulate-General. At noon to-day the distinguished American visitor, accompanied by the American Consul-General, Hon. Leo Bergholtz, was entertained at luncheon at the Viceroy's Yamato.

PRATAS ISLAND.

Expectant prefect Tai Hong and Captain Wong Yan Tong have been instructed by the Viceroy to act as representatives of the Chinese Government, to proceed to the Pratas Island to take possession of the properties on the land from the Japanese. The Viceroy has, accordingly, given authority to Shiao-hon-chu to appropriate a sum of \$150,000 (Canton cash) from the Canton Provincial Government Treasury to be paid to the Japanese Consul at Canton on the return of the two officials from the Pratas Islands.

MILITARY VISITOR.

The Ministry of War at Peking has sent a telegraphic dispatch to the Canton Viceroy informing him that about the middle of the 10th moon a high Austrian Military Officer will arrive at Canton on a tour to review the provincial troops and the land forces in Kwangtung. The dispatch instructed the Viceroy to receive the foreign visitor with the honour due to his rank and to accord him all adequate facilities in his mission. The Viceroy is required to report the date of the visitor's arrival and departure from Canton for the information of the Ministry.

FLOODS ABATED.

The Canton Central Relief Committee has hired the steam-launch *Kwong Loi* to carry a large quantity of rice and other provisions to the districts of Ko Yui, Tung On and Shek Lung for distribution to the flood sufferers. A telegram has been received from Sunning by the Central Relief Committee informing that the flood there has been already abated and the place has returned to its normal aspect. The villagers have returned to their houses and settled comfortably as before, so the supply of rice from Canton is not now necessary.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the first ten days of the 9th moon as reported by the Likin officials to the Viceroy amounted to 49,359 1/3 taels.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—Business has been dull during the week under review with no changes of any importance to report. The Rubber market has also been quiet and stocks have received very little attention.

Banks.—Hongkong and Shanghai Banks have ruled quiet with a few small sales at 99 1/2. The London price has weakened to 49 1/2. National's remains steady at 56 1/2. Marine Insurances.—Canton's continue weak and are on offer at 16 1/2, ex the dividend of 50 per share paid on the 22nd inst. North China has declined to 115 1/2, at which rate they are quiet in the North. Sales of Unions have been effected at 58 1/2 closing with sellers. Yangtze are quiet at 53 1/2.

Fire Insurances.—China Fires can be placed at 11 1/2. Hongkong Fires have receded to 57 1/2 at which rate they can probably be placed. Shipping.—China and without business to report. Hongkong, Canton and Macao Steamboats are offering at 53 without inducing buyers. Indo-China are firmer and inquired for at 56 1/2. In Shanghai there are buyers at 71 1/2. Shell, Transports are in demand at 71 1/2.

Refineries.—China Sugars have risen to 14 1/2, owing to an unsatisfied demand, and at the close buyers prevail at the rate. Luzon are unchanged. Perak Sugars have been sold in the North. It is announced that the Directors of this Company have decided to pay a dividend of 10 per share for the year ended 31st August, 1900.

Mining.—Chinese Engineerings are obtainable at 20. The Directors of this Company have declared a final dividend of 1/8 per share, making in all 3/8 per share for the year 1900. This dividend is payable about the 1st November on Coupon No. 23. Raubs are again on offer at 58.

Docks, Wharves and Godowns.—Sales of Kowloon Wharfs have been effected at 53, closing with other sellers at 53 1/2. There are sellers of Whampoa Docks at 55. Shanghai Docks have been sold at 76 1/2 and 77 1/2, and more can probably be placed at the rate. Hongkong Wharfs continue to decline and there are sellers at 139.

Lands, Hotels and Buildings.—There are sellers of Hongkong Lands at 104. Hongkong Estates are offering at 59. There are no changes to report in other stocks under this heading. Cotton Mills.—Hongkong Cottons have changed hands at 56, and more are inquired for at the rate. Erwa have been sold during the week at 115 but now have buyers at 114 1/2. According to later mail advices from the North changes in other Northern Mills are as follows:—International 112, 1/2. Lau Kung Mow 112, 1/2. Soy Chee 112, 1/2. Miscellaneous.—China Light and Power have been sold and have further buyers at 98. China Province have found buyers at 69 and more are wanted. Green Island Cements have declined to 7 1/2 at which they are wanted. Hongkong Ice can be had at 58 1/2. Langkate have suffered a further decline to 112, 1/2, at which rate they have been sold. Sumatras dropped to 110, but are slightly firmer at the close with buyers at 110 1/2.

Rubbers.—According to telegraphic information the price of Rubber has declined, and has improved to 6 1/2 per lb. Anglo-Malay are steady at 11 1/2. Belgians have weakened to 56 1/2 with buyers. Demosians are in demand at 7 1/2 and Golconda at 5 1/2. Kuala Lumpur have improved to 7 1/2. Bagelles are wanted at the slightly reduced rate of 8 1/2 (S'pore). Ledbury have been dealt in at 47 1/2.

Exchange.—The Banks selling rate on London is 1/84 on demand. The T/T rate on Shanghai is 74 1/2.

Dividends Payable.—Kuala Lumpur dividend of 4/6 for 1900. Anglo-Malay, second interim of 15 1/2 for 1900.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—November Settlement 20th November. December 29th December.

YARN MARKET.

Our last report was dated the 15th instant per a. Himalaya, since then the market, during the first portion of the interval contained quiet when small sales have been effected at previous rates, buyers holding entirely aloof. Subsequently owing to this unwillingness on the part of dealers to continue operations one or two large importers conceded a little in price to induce business with the result that a fairly large quantity of yarn both spot cargo and to arrive, changed hands principally in 'favourite' desirable spinnings of Nos. 10s and 12s. We may mention that these purchases were chiefly made by one or two large native speculators. The markets in India continue very strong and our large importers have made purchases there for the Far Eastern markets at advancing prices. Nevertheless, the tone of our market at the close is somewhat easier.

No. 6s.—Trifling sales at quotations owing to absence of country orders.

No. 8s.—In good request and a fair business has been put through at former rates.

No. 10s & 12s.—Continue in strong demand and considerable sales have been made especially in No. 10s which comprise more than a moiety of the settlements.

No. 16s.—Airs in short supply and one or two favourite counts have fetched very high prices.

No. 20s.—Very slow to move owing to absence of orders from the consuming centres and settlements in desirable spinnings have been small.

THE railway wharves at Lok-lo-ha and at Tai-po were destroyed in the recent typhoon.

HIS Excellency the Governor proceeded on a visit to Tai-po, New Territories, last Saturday.

HIS Excellency the Governor has gone into residence at Government House for the winter.

THE Viceroy of Fukien has reported to the Government of his intention to raise a public loan of Tls. 5,000,000.

TWO men were fined \$50 and \$25, respectively, at the Magistrate's last Saturday for having in their possession offensive weapons.

MR. Etsaki, Consul-General at Shanghai, who has been transferred to the corresponding post in Obiotsu, left Tokyo on the 12th inst. for Obiotsu.

THE registration of a memorial of re-entry by the Crown of New Kowloon Survey District 1, Lot No. 521, on the 8th December, 1908, has been cancelled.

HIS Excellency the Governor has given his assent in the Ordinance No. 10 of 1909, an Ordinance to amend the Liquors Ordinance, 1909.

THREE Chinese were each fined \$50 at the Magistrate's last Saturday for keeping a gaming house and twenty-one others were each mulctured in the sum of \$3 for taking part in the gambling.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 16th inst. amounted to 27,413.19 tons and the sales during the period to 24,045.77 tons.

AFTER consultation with the Imperial Residents in Lhasa the Peking Government has decided to create the post of a Commissioner of Education and a Commissioner of Foreign Affairs in Tibet.

MESSRS. F. W. Barker and Co. of Singapore, have received a telegram from the head office of Landron Rubber Estates, Ltd., advising them that the directors, at a board meeting held on the 19th inst., have declared an interim dividend of 10 per cent. payable to shareholders on the 1st of November, 1909.

A TOKIO despatch of 21st inst. says:—Sixty Chinese under the leadership of two policemen, invaded a workmen's lodge near Chien-shih-tsun, on the Antung-Mukden railway line. They surrounded the few Japanese sentinels. The latter fired their rifles to disperse the Chinese. Two Japanese and two Chinese were injured.

IT is stated that now that the naval stations have been decided upon by the Navy Commissioners, operations for construction will begin immediately after the Commissioners return from their mission abroad. It has been decided that where railways are wanted for these stations, lines will be constructed at Government expense, and surveys of routes have been ordered to be made for this purpose.

WITH reference to the recent report that the foreign Powers proposed to appoint delegates to China for the purpose of exercising financial supervision, a Chinese dispatch says that the Government has received the intelligence with much concern and has, therefore, telegraphed to order the Chinese Ministers accredited abroad to discover whether the report originated and to reply by cable.

THE wedding of Mr. H. Schroeder, of the Tong-shan Cement Works, with Miss Salotti was celebrated at the Russian Consulate, Tientsin, on the 18th inst. The bride had just arrived that morning from Denmark via Siberia. In connection with the happy event, says the *P. & T. Times*, Count and Countess Alshfeld held a tiffin in the Astor House Hotel, when covers were laid for twenty guests.

CAPTAIN C. W. Gordon has been appointed adjutant of the 3rd Northumberland Fusiliers, of which his father was formerly inspecting officer. He joined his father's old regiment—1st West Yorkshires—in 1896, and served with the corps in Hongkong, Singapore, and Bombay. He also did duty with the Chinese Regiment in Wei-hai-wei, and in 1902 was specially promoted to a company in the Northumberland Fusiliers.

IT is reported in the native Press that the Wai-wu-wu has lately been in close communication with the Chinese representatives Wu Ting-fang and Chang Yin-lan, Minister and Minister-designate to America, respectively, in regard to affairs between China and America. It is believed, says our contemporary, that the communications have reference to the latter country's desire to assist in preserving the open door in China.

ON the night of the 14th inst. there was a disastrous fire in San Francisco in which a number of persons were injured. The Japanese cruiser *Yuzumo* and an Italian warship in the harbour, each offered to land a party of men, but the flames were extinguished before the services were availed of. The chief commander of the fire brigades expressed high appreciation of the offer of the Japanese, and the newspapers and citizens have warmly endorsed his remarks.

IT is stated that the Chinese Chamber of Commerce at Peking, Kiang-tung, has telegraphed to the Ministry of Agriculture, Industry and Commerce, requesting that it should adopt a strong attitude in regard to the boundary of territorial waters near Annam, in the south, in order to protect the fisheries on the coast of Lien-choufu, Chien-choufu, Kuang-choufu and Aichoufu. On receipt of this telegram, the Ministry referred the matter to the Viceroy in Canton for his consideration.

THE troopship *Rewa* has left Southampton with troops on board for the 3rd Battalion Middlesex Regiment, Singapore, and the 2nd Battalion East Kent Regiment, Hongkong. The *Rewa* also takes drafts for Gibraltar, Malta, Egypt, and Ceylon. She will reach Singapore on the 29th, Hongkong on Nov. 4, and, resuming her homeward voyage, will call again at Singapore on Nov. 23, and will arrive at Southampton on Dec. 21. She will ship various details at Hongkong and Singapore, including those from the North China Command.

THE Governor has ordered that the two existing Government mortuaries at West Point, Victoria, and Yaumati, Kowloon, respectively, be set apart for the reception of dead bodies for post mortem examinations and has appointed Dr. E. A. Shaw, R. N., and Dr. J. C. Thomson to be Medical Officers in Victoria, and Dr. W. W. Pearce and Dr. J. W. Hartley to be Medical Officers at Kowloon. Dr. W. W. Pearce and Dr. J. W. Hartley have also been appointed Medical Officers at Kowloon, for the purpose of instituting inquiries with a view to ascertaining the true cause of death of any person who has not been attended during his last illness by a registered medical practitioner and of reporting thereon to the Head of the Sanitary Department or to a Registrar of Deaths.

MR. E. R. Hallifax returned from leave last Wednesday and took his seat as First Magistrate in the Police Court on Thursday.

IT is stated that Prince Tsai Hsin intends to send delegates to France to purchase some ships and also to study their construction.

THE Admiralty announce the appointment of Surgeon G. H. Dawe to the *Widgeon*, and Surgeon A. B. Cox to the *Britemart*, undated.

OWING to his many enemies in the Government, ex-Viceroy Tsai Chuan-hui has decided to accept office on the plea of illness.

MR. Tsao Ju-lin, Acting Councillor in the Wai-wu, has been dispatched to Manchuria to arrange a settlement of pending questions there.

MAJOR H. de T. Phillips, R.G.A., in command of the Hongkong Singapore Battalion, R.G.A., receives early promotion to his lieutenant-colonelcy.

THE Wai-wu, it is said, is experiencing great perplexity as the foreign diplomatic representatives in Peking have raised side issues in the Yuet-Han Railway Loan question.

THE Honourable Mr. W. Rees Davies, K.C., Attorney General, took the oaths of office as acting Chief Justice before His Excellency the Governor last Wednesday morning.

FINES of \$10 each were imposed on two Chinese from Aberdeen at the Magistrate's this morning for being in possession of 55 lbs. of dynamite. The fines were not paid.

VICE-Admiral Sir Hedworth Lambton, K.C.B., Commander of the China Squadron, was received in audience by the Emperor of Japan and took tiffin at the Palace on the 22nd inst.

IT is reported that a proposal to increase the Civil List of the Imperial House of Japan from last year was privately approved by his Majesty the Emperor of Japan on the 8th inst.

A CHINAMAN was awarded six months' hard labour and six hours' stocks in the Police Court last Saturday for snatching a gold ear-pick and a silver hair-pin from the person of a Chinese woman.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1909, entitled an ordinance to regulate the construction and management of railways.

SIR Francis Piggott, Chief Justice of Hongkong, occupied a seat on the Bench of H. M. Supreme Court, Shanghai, with Sir Havilland de Saumarez, on the 18th inst.

A YOUNG Chinese girl appeared in the Police Court last Monday for attempting to commit suicide by throwing herself into the sea at Mong-kok-tui. She was discharged.

H.E. GENERAL Sir Joachim Machado, the Macao Delimitation Commissioner, in company with Captains D. Cinatti and J. M. R. Norton, left for Macao by the Portuguese gunboat *Paria* last Sunday in the forenoon.

THE death is reported of General Viscount Ogawa, the great strategist who was Chief of Staff with the 1st Japanese army during the Russo-Japanese War and was severely wounded at the Battle of Siao-yang.

CAPTAIN L. Rosiefsky, of the North German Lloyd s.s. *Kohlschlag*, employed in the East Asia coasting service, has received from the English Board of Trade a silver tea-pot, suitably inscribed, in recognition of the help rendered to the shipwrecked crew of the *Charterhouse*.

THE case in which a ticket-collector of the Star Ferry Company, Limited, is charged with an alleged attempt to defraud a Corporal Whisks of a ticket again came on in the Police Court this morning and was further adjourned. Mr. W. E. L. Sheuton (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Hospital Sunday.
St. John's Cathedral.....\$251.51
Union Church.....124.63
Wesleyan Chinese Church.....40.90
St. Paul's College Chapel.....6.29

ACCORDING to a Chinese dispatch the Navy Commissioners have decided that an initial fund of Tls. 1,500,000 should be appropriated for construction of naval stations, schools and armories. Three cruises, first, second and third class respectively, two training ships, two torpedo-boats and one gun-boat will be ordered; these would require the sum of Tls. 16,000,000, to be expended in four years. In addition to this, an annual fund of Tls. 2,000,000 would be necessary and the Commissioners have asked that the Ministry of Finance be ordered to provide these amounts. The Ministry has replied to the Throne that in spite of all its efforts it has not been able to raise the necessary amount in full, and it asks that the Commissioners be commended to reduce their demands as much as circumstances permit. The Ministry and the provinces together have only been able to raise about Tls. 16,000,000 for the initial outlay.

THE *Manila Times*, of 16th inst., reports:—Three tons of opium were found on the *Water-wagon*, one of the harbour launches, last evening by the internal revenue officers, and this morning the launch was seized by the customs authorities. The patron and engineer of the launch got hold of some opium from the crew of the British steamer *Alidham*, which is now discharging Australian cargo in port, but they were caught with the goods before being able to sell it. This morning a thorough search of the launch was made after it had been seized by the customs agents under the direction of Chief Lawler of the customs secret service. Captain George of the *Alidham* was an onlooker while the search was being made, and he said that his ship had been searched at every Australian port by the customs authorities of that country, but that no opium had been found. "They are crafty in hiding the drug," said Captain George, speaking of the Chinese, "even going so far as to saw out boarding along the partitions and making spaces just large enough to put the lines of the drug inside. Another thing that they do is to make openings in the partitions of the cabins behind mirrors and in other spots not ordinarily visible, and after attaching strings to the case of opium, lower them down between the partitions. Then the openings are boarded up with cigar-box wood, and painted over." The whole crew of the *Water-wagon* were placed under arrest by the detectives, and the launch thoroughly searched for the drug. This opium which was unloaded by the crew of the *Alidham* had been on the ship for many weeks, at least one round-trip to Australia, and was so cleverly hidden that all officers who had searched for the drug at different ports of call had been unable to find it.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$250,000	\$2,007,810	Interim of £2 for account 1909 @ ex 1/6 = \$22.72	4 %	\$905 sellers London £91
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$3,000,000	\$30,552	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,181 \$102,791 \$125,000	none	\$10 for 1908	7 1/2 %	\$162 1/2 or 2/6 b.
North China Insurance Company, Limited	10,000	£11	£5	Tls. 150,000 Tls. 302,747 Tls. 218,377 \$8,000,000	Tls. 160,513	Interim of 7/6 for 1908	5 1/2 %	Tls. 103
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$294,405 \$193,264 \$1,000,000	\$8,464,921	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845 1/2 sellers
Fongtsin Insurance Association, Limited	12,000	\$100	\$60	\$2,000,000 \$294,405 \$193,264 \$1,000,000	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$233 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$128,668 \$12,802	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$124 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,408,173	\$108,711	\$27 for 1907	8 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906	...	\$84 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$204,618 \$90,677 \$150,000	Nil.	\$1 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,500 \$119,267 \$22,645	\$21,179	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$20,000	£13,755	6/ for 1907 on Preference shares only @ ex 1/6 11/16 = \$3.154	...	\$60 buyers
Do. (Deferred)	60,000	£5	£5	\$20,000	£13,755	Final of 2/ for 1908 and interim of 1/ for a/c 1909	...	7 1/2 buyers
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$10,000	£61,817	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$40,000	\$8,121	\$0.50	3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$148 buyers
London Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Dr. \$135,893	\$5 for 1907	...	\$33
Yokohama Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.6.08	...	Tls. 335 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,750,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 20 sellers
Raub Australasian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	£4,289	No. 12 of 1/ = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Swire (S.S.) & Co. Limited	18,000	\$15	\$25	\$270,000	Dr. \$7,411	\$1.75 for year ending 31.12.06	...	\$11
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$28,800 \$28,000	\$80,102	None	...	\$65 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$28,442 \$22,000	\$345,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 7 1/2 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,817 Tls. 500,000 Tls. 197,817	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	\$15	\$15	\$150,000	\$24,615	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$80,000	\$19,374	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$43 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$26,475	Interim of 3/4 for account 1909	6 1/2 %	\$104 buyers
Temple, Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$3,861	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,539,045 Tls. 1,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 625,000	\$1,068	Interim of \$2 for account 1909	8 1/2 %	\$43 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$30,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Yee Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460
MISCELLANEOUS.								
Shell's Asbestos Western Agency, Limited	8,604	12/8	12/8	\$1,500	£48	15 % per share for 1908	...	\$10
China-Borneo Agency, Limited	60,000	\$10	\$10	\$600,000	£48	\$1.20 or 1908	9 %	\$13 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	£11	50 cents for year ended 28.2.06	...	\$5 1/2 sa. and b.
Do. (Special Shares)	10,000	\$10	\$10	\$100,000	\$61,138	80 cents for 1908	8 1/2 %	\$6 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$3,407	\$1.20 for year ending 31.7.09	7 1/2 %	\$16 1/2 ex div. b.
Jelly Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000	\$48	Interim of 35 cents for account 1909	10 %	\$7 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,751	80 cents for year ending 31.12.08	8 %	\$12
4. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$3,750	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$30
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$1,195	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Interim of \$1 for account 1909	8 1/2 %	\$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$8,799	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 75 1/2 b.
Mauchappell, tot Mijl, Bosch en Landbouw- plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 316,122	80 cents on fully paid shares and 8 cents on \$ 1 paid shares for year ending 30.4.09	6 %	\$131
Yak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,204	None	3 %	\$13.50
Yak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$2,204	None	...	\$9
Yak Tramways Company, Limited	75,000	\$10	\$10	\$750,000	\$2,204	None	...	\$9
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 105 buyers
South China Morning Post, Limited	6,000	\$15	\$15	\$90,000	Dr. \$56,602	None	...	\$231 buyers
Team Laundry Company, Limited	80,000	\$5	\$5	\$400,000	\$56	40 cents for year ending 31.5.08	7 %	\$101 sales
Jalen Waterboat Company, Limited	50	\$10	\$10	\$500	\$12	60 cents for year ending 31.12.08	5 %	\$103 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000	\$34	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$123 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$25,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$78	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid).	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	...	15/- buyers
Balgownie Rubber Estate, Limited	20,000	\$12	\$10	\$7,400	\$11,205	25 % for year ending 31.3.09	...	80 1/2 sellers
Castledale Rubber Estate, Limited	32,550	\$12	\$10	none	none	None	...	\$7 1/2
Damanara (Selangor) Rubber Co.	110,000	£1	£1	none	none	Final 9 % making 12 % for 1909	...	7 1/2 buyers
Golconda Malay Rubber Co.	80,000	£1	£1	none	none	None	...	\$16
Highland & Lowland Park Rubber Co., (fully paid).	181,454	£1	£1	none	none	15 % for year ending 31.12.08	...	68/-
Do. (contributory)	125,540	£1	£1	£6,784	none	None	...	nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	none	none	None	...	3 1/2 sellers
do. do. A Shares	105,000	£1	£1	none	none	None	...	nominal
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	1,820	5 % for year ending 30.6.08	...	77 1/2 buyers
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	none	none	Interim of 40 % = 9d. for account 1909	...	12 1/2 buyers
do. do. (7 1/2 % pref.)	10,000	£1	£1	£4,000	none	7 % for year 1908	...	nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	\$6,723	15 % for year ending 31.12.07	...	\$28 buyers
do. do. (8 % pref.)	2,100	\$10	\$10	none	none	None	...	47 sales
Leadbury Rubber Estates Limited	60,000	12/-	12/-	none	none	None	...	24/- buyers
do. do. (contributory)	40,000	£1	£1	none	none	Interim of 50 % for 1909	...	\$720 buyers
Sandgrove Rubber Company, Limited	20,000	\$10	\$10	\$20,000	\$1,775	5 % for 1908	...	20/- buyers
Sekong Rubber Company, Limited	1,000	\$100	\$100	none	none	None	...	\$11
Shelfora Rubber Estate Limited	80,000	£1	£1	none	£2,856	None	...	\$30 buyers
Singapore & Johore Rubber Company, Limited	25,000	£1	£1	none	none	None	...	\$30 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	\$100	\$100	none	none	None	...	\$30 buyers
Sungei Kaper Rubber Company	110,000	£1	£1	none	£3,448	None	...	75/-